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LEPROSY LECTURE.

IMPORTANT FACTORS IN TREATMENT.

Recognized as being one of the greatest authorities of the dreaded disease of leprosy, Dr. Ernest Muir, of the Calcutta School of Tropical Medicine, was given a hearty ovation when he rose to address the members of the Medical Conference at the University this morning.

Dr. John Kirk, the President, in introducing Dr. Muir, said that leprosy was a real problem to them in China, and as they all knew the achievements of Dr. Muir and the great work he was doing, they felt it would be a great help to them if they could secure his presence. Dr. Muir had readily agreed to come and had travelled a long way. He was going to speak to them on some of the important factors in dealing with the disease.

Dr. Muir began by saying that the last column in the Indian census papers was devoted to what were known as "the three afflictions." One of these was leprosy. There was no column for any other disease, and leprosy was not regarded as a disease which might be cured or which might end fatally. The Indians called it "affliction of the Gods" or "the great disease." In consequence of that attitude leprosy had never been studied by the medical profession as it should have been, and the clinical aspects of the disease had been neglected. A patient was not aware that he had it until it had become firmly established in the system, patients hid it because of the fear of losing employment or the loss of social status, and doctors did not diagnose it properly because of ignorance. The disease had been widely known for a long time, but it was only thought to be a hideous, disfiguring malady. If anything was to be done, surely the first step was to obtain a clear understanding of it from start to finish and a classification of the types on a scientific basis. The present classification was not satisfactory. Leprosy took such a long time to pass through all its stages that it had not yet been properly studied. A patient came under observation for two or three years, perhaps, and was then lost sight of. The whole course of the disease had not been worked out. If they took enteric, the average period of the disease was 21 days. It began with a few bacilli in the body which discharged their toxins, which in turn produced their anti-toxins and brought about immunity and a recovery to health on the part of the patient. He would make the point that it was the same process in leprosy, but whereas enteric took 21 days, leprosy might take 21 years. The reason for the difference was something to do with the nature of the bacillus, and it was that upon which they had to concentrate. Deaths from leprosy were extraordinarily low—only about four per cent. in the case of the famous settlement in the Philippines. It was because of its low mortality that it was so dreaded, as most people would welcome death to the hideous disfigurement. It was a disease which confined itself mostly to the skin, but the fewer the number of bacilli in the body the more the disease affected the nerves, and the greater the number of bacilli, the more it confined itself to the skin.

By means of a chart, Dr. Muir went on to show that in the early and late stages of the disease the number of bacilli was much less and that it was the nerve centres that were affected. They had to understand that in order to explain the tremendous complexity of the disease. They could not yet definitely say how leprosy entered the body, but it was probably by scratching either the skin or the nose. According to Indian law a man was only a leper when he had ulcers, but it might not happen that a man who had had leprosy for years and who had been left with ulcers did not have the disease at all. He had examined 250 inmates of a leper hospital, all of whom had ulcers,

ADMIRAL ROBBED.

THEFT ON H.M.S. HAWKINS.

Some time during the night before last, the cabin of Vice Admiral Sir A. Everett, in H.M.S. Hawkins, was entered by a thief who stole a leather wallet containing a sum of \$500 in notes, as well as a whisky decanter, not overlooking its contents. The police have been apprised of the theft.

ECLIPSE OF THE SUN.

WHAT CHINA WILL MISS.

There is to be a total eclipse of the sun to-morrow, visible in part of North America, a portion of northern South America, the North Atlantic, part of western Europe and North Africa—but nowhere in China.

One can imagine the great significance the Chinese would attach to this eclipse were it visible on their New Year's Day

THREE ROBBERIES.

A \$4,000 HAUL.

A firm of gunny-bag dealers, at No. 142 Shui Cheong Lane, Queen's Road West, was entered by six armed robbers last night, and a sum of \$4,000, representing the receipts collected before the New Year, was stolen from a safe which was forced open. The master and foks were bound and gagged, and before leaving the gang very considerably covered them over with gunny sacks.

Three armed robbers, posing as detectives, boarded a junk from a sampan at the Mongkok Ferry wharf last night, and stole from the master a sum of \$141. They were armed with revolvers.

Another gang, which entered No. 50 Lower Lascar Row yesterday, got away with money and jewellery to the value of \$355. Whilst being hustled from behind, one of the women inmates fell over a pan of boiling water and became unconscious.

STOP PRESS.

Australia won by eleven runs.

England all out for 363. —*Reuter.*

ENGLISHMAN MURDERED.

Boston, Jan. 22.

An Englishman, named Virginius, an inspector of the United Fruit Company, has been murdered in Guatemala by robbers who decamped with two thousand dollars. *Reuter's American Service.*

but in only three of them did he find definite trace of the bacilli. They had the disease but the bacilli had practically died out. Nobody would think of building an infectious diseases hospital for all people left with pock marks. They had had small-pox and had been left scarred with the disease, but were no longer a danger of spreading infection. It was largely the same with leprosy, but a much more difficult problem to handle.

Dr. Muir concluded his address by stating that other diseases which lowered the resistance powers of the body rendered people more liable to leprosy infection. He mentioned syphilis and hookworm as being predisposing causes, saying that nearly half the lepers in five leper asylums had had the first disease whilst nearly 90 per cent. had hookworm. He had come to South China to learn of some of their experiences.

The speaker was heartily thanked for his address.

SWATOW WEDDING.

GOMES—LOPES.

There were pretty scenes at St. Joseph's Church Swatow, on Sunday, when the marriage was solemnized of Miss Annie M. Lopes, daughter of Mr. and Mrs. L. L. Lopes, of the Chinese Maritime Customs, Swatow, and Mr. A. C. Gomes, an assistant in the book office of Messrs. David, Sassoon and Company, Hongkong, and son of Mr. and Mrs. C. F. Gomes, of the Macao Electric Company.

The bride, who was given away by her father, was attired in a dress of white silk lace (by Madame Flint) and carried an exquisite bouquet of caryanthemums. Mr. A. S. Gomes undertook the duties of best man, and Mr. H. Ozorio presided at the organ.

A reception was afterwards held at the residence of the bride's father, the happy couple afterwards leaving for Canton and Macao where the honeymoon is being spent. The bride's going away dress was of grey silk.

NAVAL BALL.

A GREAT SUCCESS.

The annual ball of the Dockyard Recreation Club, held at the City Hall last night, proved a great success from all points of view. The decorations were on simple lines without losing anything in attractiveness, and the orchestra, the Black Cat, provided excellent music for a well-arranged programme of dances. The officials of the Club and Committee responsible were as follows:—President, Commodore A. J. B. Sterling C.B.; Chairman, J. S. Gillingham, Esq., M.B.C.; Vice-Chairman, Mr. A. E. Harrison; Hon. Secretary, Mr. F. H. Williams; Treasurer, Mr. S. E. Alderman; Assistant Secretary, Mr. A. H. Gwilt; Ball Committee, Messrs S. Farlow, H. E. Budden, E. Newman, F. W. Allen and W. J. Grantham.

INDIAN FINANCE.

A HIGHER RESERVE.

Delhi, Jan. 22.

In the Assembly, Sir B. P. Blackett, introducing the Currency Amendment Bill, with a view to providing a hundred crores of rupees instead of eighty-five crores to prevent excessive monetary stringency, said some of his critics wanted stabilization, but it was still risky to tie the rupee either to gold or sterling, and thereby subject India to a severe rise in internal prices, involving new demands for increased salaries and wages.

Moreover, India being a great importer of gold, they were unable to know what would be the effect of cheapening gold in terms of silver. No ratio was sacrosanct, and they must find one which was attainable and maintainable.

The time had not yet arrived to constitute a currency committee. His Bill was in the nature of interim legislation to avoid possible risks, but the position of Indian currency was satisfactory and would remain so even if the proposed maximum of a hundred crores was reached.

The debate was adjourned. —*Reuter.*

[A crore is equivalent to ten millions.]

INDIANS IN O.T.C'S.

Delhi, Jan. 22.

In the Council of State, Mr. Rawlinson accepted an Indian motion urging the British Government to remove the bar against admission of Indian students to the University Officers Training Corps, according to the recommendations to the Lytton committee, which were recently accepted by the Imperial Government. —*Reuter.*

APPEARING ON SATURDAY.



Above are two of the male members of Madeline Rossetti's Company, which opens here on Saturday, booking being at Moltrie's.

The top picture shows Billy Iredale, the possessor of a sweet mellow tenor voice. He will be seen and heard in humorous duets with Madeline Rossetti and Elsie May, besides in his own light comedy songs.

Below is Jack Bennetts, the popular pianist and whistler. His cheery smile puts him on good terms with the audience even before he has a chance of proving his abilities. His whistling is unusually sweet and his vocal duets (humorous and otherwise) with Billy Iredale are an outstanding feature of the production.

JAPAN'S BUDGET.

REVISED FIGURES.

Tokyo, Jan. 22.

Mr. Hamaguchi in his Budget speech before the Diet announced a curtailment of forty-eight million yen in the 1924 estimates, while the 1925 figures show a reduction of ninety-one million on the revised expenses of 1924, the new Budget totalling 1,524 millions.

He stated that the excess of imports in 1924 amounted to 646 millions, and since 1919 to 2,783 millions in value. —*Reuter.*

CLOSE VOTING.

GERMAN CONFIDENCE.

Berlin, Jan. 22.

The Reichstag has passed a vote of confidence in the Government by 246 to 160.

The Democrats abstained from voting. The left wing of the Centre voted against the motion. —*Reuter.*

LET UP CELEBRATE.

CHINESE NEW YEAR TRUCE.

Shanghai, Jan. 23.

The Chinese papers announce that a seven-day truce over the China New Year has been declared between Lu Yung-hsiang and Chi Hsieh-Yuan. —*Reuter.*

THE GOLD STANDARD.

INFLUENCES IN OPERATION.

London, Jan. 22.

Messrs. Montagu's annual bullion letter says that when the cost of living, labour and raw material on the continent becomes adjusted to the depreciated exchanges, and the relations of employers and employed in Britain have improved, the return of the United Kingdom to an effective gold standard will be much simplified.

Several European countries, for instance Switzerland and Holland, are now considering a return to the gold parity, nor must the anxiety of South Africa to make its gold standard effective be overlooked.

The letter dwells on the absorption of gold by India, which is in strong contrast to the present small acquisition by Europe. The problem of the anomalous position of Indian currency can hardly be solved until the United Kingdom is again working freely on a gold standard. Meanwhile the more gold India takes the longer is the return of the United Kingdom to an effective gold standard deferred. —*Reuter.*

TO RESTORE ST. PAUL'S.

CORPORATION GIVES £9,450.

London, Jan. 22.

The Court of Common Council of the City of London to-day voted five thousand guineas for the St. Paul's Cathedral restoration fund.

This five thousand guineas is additional to four thousand already contributed. The Chief Commoner, proposing the resolution, said it was incumbent on the corporation to give the lead to the movement to restore a monument dear not merely to Londoners but to the Empire and the world, as an incentive to the people throughout the Empire.

A special committee has been appointed to confer with everyone concerned, including the Dean and Chapter of St. Paul's. Councillor Pakeman said that drastic measures must be taken, even to the extent of closing the edifice for a considerable period. He hoped the committee would approach the Government besides the Cathedral authorities.

It is noteworthy that the public have hitherto subscribed £144,000 for the St. Paul's preservation fund through the columns of the *Times*. —*Reuter.*

NO MINISTER TO IRELAND.

Washington, Jan. 22.

The House of Representatives has rejected Mr. Boyland's Bill for the appointment of an American Minister to the Irish Free State. —*Reuter's American Service.*

DUTCH WON'T HAVE LOCAL OPTION.

The Hague, Jan. 22.

The First Chamber has again rejected the Bill introducing local option regarding alcoholic liquors. —*Reuter.*

RESIGNATION FROM THE LEAGUE.

Berno, Jan. 22.

It is confirmed that Costa Rica has resigned from the League of Nations. —*Reuter.*

TO-DAY.

Closing Exchange 2s. 3. 15/16
Lighting Up-Time 6.05 p.m.

Bulls and Inners

From the Office Butts.

If money really talked, a Hongkong dollar note could tell us some wild tales about what it used to buy.

The man who said Hongkong was the most criminal spot on earth probably got his umbrella stolen.

If we ever get Constitutional Reform, we shall vote for the candidate who advocates making Garden Road safe for democracy.

A Birmingham man cut off his wife's thumb. Probably tired of being under it.

A French lady has embroidered a fairy tale on a cushion cover. We ourselves have seen a singlet marked "Genuine All Wool."

We now believe that one of our Christmas presents is a soda fountain pen.

This Week's Book:—"The New Year Spirit" by Sam Shu.

Thistles prove that you'll be found out, even after twenty-five years.

The funny thing about our telephones is that the wrong numbers never seem to be engaged.

A gramophone was sold at a local auction the other day for two dollars. Sound value.

Why not an Interport museum-swapping contest?

We understand that several married men are busily engaged under-studying parts in "Saint Joan," in case there should be any vacancies in the cast for the coming visit to Shanghai.

Oh, one comfort about our lost Sunday suit is that somebody is having a happy New Year with the proceeds.

In a few days' time it will not be possible to find a ready reason for the local crime wave.

"The Incidence of Swank in Hongkong, and Some Experiments on How to Cure It" would have made a fruitful subject for discussion at the Medical Conference.

Local yachtsmen report having seen a whale on Sunday. What a jo-nah about that?

With all these Chinese calendars our office boy has collected, we hope he'll manage to hit on a convenient date for going sick.

Taipans are roading with interest lots of those Conference speeches, but so far have failed to discover that laziness is fatal.

Router reports that the spinning of American yarns in Manchester is on the decrease. The Hongkong output is, however, being maintained.

According to a London paper, a man who could speak six languages married a woman who could speak three. Just about the right handicap.

Some people in Hongkong do not seem to pity the blind if he happens to be a cricket umpire.

According to a contemporary, a vacancy is being filled in the Surrey Regiment by an officer who "wears the 1614-15 star." (W) Honnessy going to receive the other two?

Mis-spelling a variety artist's name, a local contemporary stated that Pimples were "as attractive and entrancing as ever."

Now, you Interport footballers, get back that Telegraph Cap

The Maid's cry now is "To Shanghai!"—not Orleans.

The worst of being up a tree in Hongkong is that there is very little cover.

The confirmed cynic suggests that the "blushing bride" does not blush; she is flushed with triumph.

Shopping Hint:—Buy your car-stoppers now; the cracker barrage begins to night.

The doctors have told us quite a lot this week, but nothing about their successful operations on banking accounts.

It looks as if Trotsky has about shot his bolt.

Journalists are declared only second in honesty to clergymen: We don't know whether this is a compliment or an insult.

The Chinese who stole 75 overcoats this week is now in hot water.

A Hongkong optimist is the man who invites friends to listen-in to Frisco on his radio loud speaker.

It is rumoured that after these successful robberies of local shops, the authorities are going to suppress Raftles in future.

A theatrical Company describes the Theatre Royal as "Hongkong's premier place of amusement." We never thought it was as bad as that.

Hongkong is the healthiest city in the world. This is because most of its needles are used elsewhere.

The belief that the Chinese are not punctual is being accentuated by the present situation in the North, where so few of their generals are able to keep their appointments.

Will some of our shooters please note that there is still plenty of wild life in the vicinity of some of our clubs?

In used to be the man-in-the street. Now it is the man-in-the bus.

In Kowloon, every year is leap year for the pedestrian.

American conditions will now be exposed for Dawes to peck at.

There is no truth in the rumour that Somerset Maugham's latest story, at present appearing in *Nash's*, will be staged next year at the Theatre Royal.

The more we see these pictures, the more we are convinced that the eternal triangle is largely base.

Things we may live to hear Henry admitting that one of his Ford's won't run.

We gather from returning holiday-makers that Prohibition is better than no liquor at all.

Despite the absence of sunny weather, quite a few of our scholars are getting tanned.

After Chinese New Year a few going concerns will be on their way to the Official Receiver.

Looks as if the Chinese will soon be casting their bullets for a new President.

Mud thrown is ground lost.

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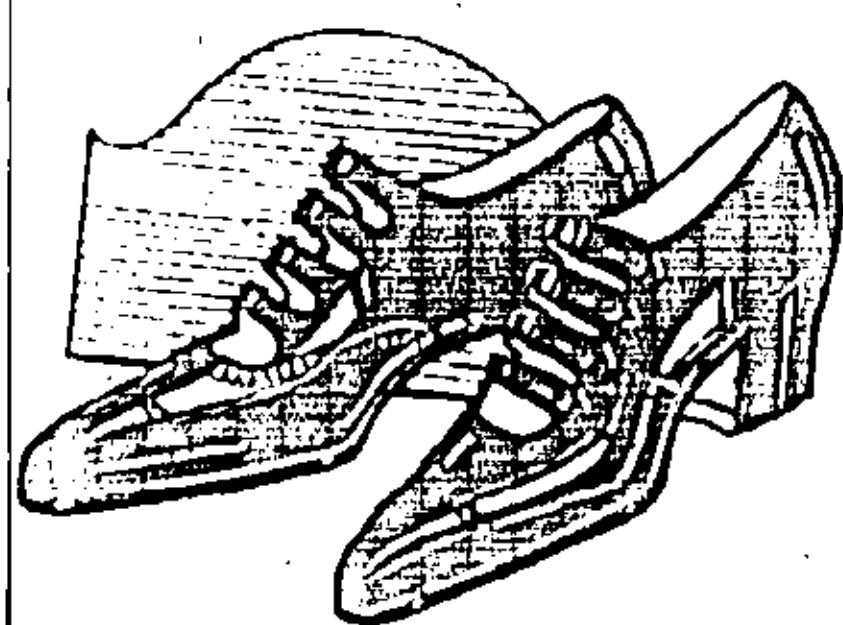
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HISTORY OF HONGKONG PLAGUE.

DR. SEVERN'S INTERESTING PAPER.

Some curious stories were told
yesterday at the Medical Con-
ference by Dr. A. G. M. Severn,
assistant M. O. H., in a history of
the plague which swept the Colony
in the year 1894 and brought to
bear on the Colony the eyes of
the whole scientific world, for it
alarmed the world and along the
maritime routes from Hongkong
it was carried to other ports all
over the eastern hemisphere.

It has taken thirty years to
stamp out that plague entirely and
the last notified case of rat or
human plague in Hongkong was
in September 1923. Dr. Severn
remarked that the plague, which
came from Yunnan, was undoubt-
edly that which was carried to
India and which, in twenty years,
had cost ten million lives in that
country. He caused amusement
when he related that the Govern-
ment reward for all rats found
had to be stopped because the
Chinese began to import the
rodents from Canton for the sake
of the bonus.

In opening Dr. Severn reviewed
a few facts concerning plague
which were now generally accept-
ed. He said it was a disease
affecting a group of rodents and
the human plague was but one
of its aspects. It was not essen-
tially a tropical disease but it
generally occurred where there
was a lack of knowledge of sani-
tation. These defective sanitary
conditions prevailed in the tropics
and plague had become a typical
disease of India, China and the
East generally.

Receding to China.

It had been known for about
2,000 years and was one of the
earliest diseases to be accurately
described from the clinical stand-
point, although it had undoubtedly
at times been confused with typhus
and other diseases. Western
literature of the Middle Ages had
frequent reference to it, and it
was during that period of history
that it swept over the known
world in successive waves of
death and desolation. It became
endemic in England over a period
of 300 years and the notorious
visitation of the Black Death in
London with its 30,000 victims
was but the dramatic culmination
of minor outbreaks.

At the close of the 17th century
improvements in sanitation and
living standards caused the plague
to recede from Europe to the more
congenial soil of the East, where
it lay dormant in Central China
and other remote areas until late
in the 19th century.

In May 1894 the world was
alarmed by a severe outbreak in
Hongkong in which year more
than 5,000 persons died of the
disease among a far smaller
population than we have now.
Little was done, through lack of
knowledge, in the matter of
quarantine.

How It Spread.

Owing to Hongkong's position
as a centre of shipping the plague,
in the course of two or three
years, spread along the maritime
routes to many ports, including
those of Japan, the Philippines,
Pacific Islands, South America,
Madagascar and the Mauritius.

India was infected in 1896,
almost undoubtedly from
Hongkong, the first case appear-
ing at Bombay. In the subse-
quent 20 years the plague caused
the loss of more than ten million
lives in that country.

Apparently the plague came
from Yunnan to Hongkong, about
900 miles. It was known to have
been endemic in Yunnan for many
years and in 1893 it spread to
Pukhoi and then cases appeared
in Canton in January 1894 and in
the following May occurred the
first cases in Hongkong. The
number of deaths in Canton was
very great; they could not be
accurately estimated but probably
the figure was round about 100,000.
There was great confusion about
the disease and in 1895 in Macao
bubonic plague was not diagnosed
as such but known as "foul-gas
fever."

No M.O.H. in Plague Year.

In 1893 the Sanitary Board was
instituted in Hongkong and on the
outbreak in 1894 it was enlarged
to extend its scope to anti-plague
measures. It functions have re-
mained until to-day. It was note-
worthy that there was no law to
enforce notification of deaths and
no Medical Officer of Health was
appointed until 1895. In spite of
the Sanitary Board it was gener-

ally conceded that the housing
conditions and general sanitation
of Victoria at the time were
deplorably bad and the Colony
inviting pestilence.

The outbreak threw a great
strain on the small medical staff
available and members of the
Army, Navy and Police were en-
rolled to cope with various
aspects of the disease. These,
and lay volunteers, showed the
utmost courage under difficult
and trying circumstances and a silver
medal was struck in their honour;
the lecturer exhibiting the only
one known to be in the Colony.

The Bacillus Found.

The attention of the scientific
world became focussed on Hong-
kong and research work was com-
menced, notably by Japanese
medical men. Dr. Kitasato was
early rewarded by the discovery of
the bacillus pestis on June 14,
1894, at Kennedy T'oon hospital.

Bubonic plague had always been
by far the most common type in
South China. Primary pneumonic
plague was early recognized in
Hongkong but authentic cases are
of rare occurrence. This the
speaker considered remarkable in
view of the ill-ventilated houses
and over crowding.

When the bacillus was discover-
ed a mass of evidence was collect-
ed but the majority of early in-
vestigators seemed obsessed with
the idea that bubonic plague was
primarily a gastro-intestinal in-
fection. The Indian Plague Com-
missioners were left to determine
the role of the rat and the rat-bite
in plague.

A Curious Belief.

A curious belief in the immunity
of opium smokers was prevalent
here, but this was shown to be a
false notion and had probably been
spread by interested persons
(laughter). Contaminated water
was blamed for a long time and
numbers of domestic wells were
closed while even the water in the
harbour was examined for sources
of contamination. The sanitary
state of Hongkong was wretchedly
bad in the plague year, particu-
larly in central Victoria, and the
habits and surroundings of the
Chinese were admittedly filthy in
the extreme. Back-to-back houses
were common, of a bad type, built
like tunnels and obstructed by
cables and cock-lofts. Houses
were damp and entirely deprived
of light and ventilation and base-
ments and cellars were universally
inhabited. First efforts at plague
prevention were directed to this
state of affairs.

Plague Centre Segregated.

About 10 acres of the most
densely populated parts of the
city were resumed by the Govern-
ment, the inhabitants evicted and
housed elsewhere. The streets of
this area were walled up and
guards posted to prevent ingress.
House-to-house visitations were
instituted to discover the dead and
infected. The infected were re-
moved to a hulk that was moored
on the harbour and the suspects
were taken to the Tung Wah hos-
pital for observation. Those who
had been in contact with the in-
fected were provided with clean
clothes, their own and their bed-
ding being sent to a steam disin-
fecting station, the clothing being
tied up in sheets dipped in solution
of Jeyes' Fluid and conveyed
through the streets in closed
baskets.

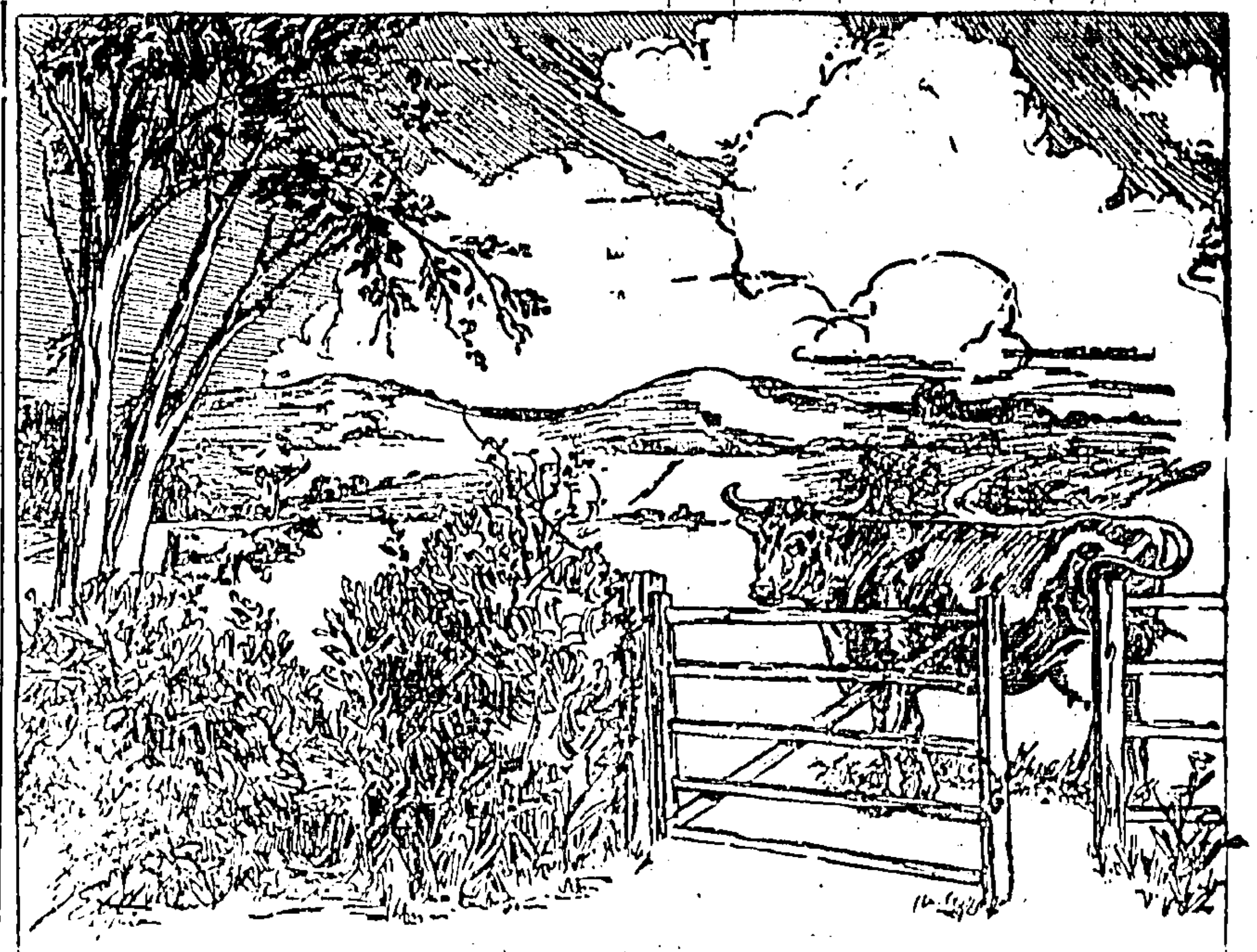
Houses in which cases had oc-
curred were disinfected and floors
and furniture scrubbed with a
solution of Jeyes' fluid and walls
lime washed. A systematic dis-
infection of the town was at-
tempted but was abandoned in
favour of a scheme of general
house cleansing in which European
sanitary inspectors were constant-
ly employed. Districts were treated
in rotation so that each tenement
house was cleansed about three
times a year. This was still car-
ried out with slight modification
success.

Inoculation against Plague with
what is described as "Haffkine's
Prophylactic fluid" was introduced
in 1902, but the public did not take
advantage of this.

Chinese "Assistance."

So soon as the importance of rats
was appreciated comprehensive
measures were put into force for
the abolition of hollow walls, ceil-
ings and stair linings. Rats were
caught in large numbers and sub-
jected to routine and microscopic
examination. A reward of two
cents, later increased to five cents,
per rat was offered but this had
to be stopped when it was found
that the Chinese were importing
them from Canton for the sake of
the bonus (laughter).

Wholesale rat poisoning and
trapping was not a great success;



COW & GATE MILK FOOD

The only British product of its kind on the market
High awards at all exhibitions.

BABIES LOVE IT !!

OBTAINABLE AT ALL CHEMISTS & STORES.

Sole Agents:—A. S. WATSON & COMPANY, LIMITED

25th. Anniversary REDUCTION SALE

From January, 12th. to January, 31st.

10% to 30%

REDUCTION

in all Departments.

Ladies are cordially invited to call
and inspect goods.

MADAME FLINT

China Building.

It was considered a better policy
to exclude rats from dwellings as
far as possible and make such
premises unattractive to them.

The Chinese often objected to
the finding of an infected rat and
failed to co-operate with the au-
thorities. The present system of
"rat-bins" had been effective.

Small iron bins containing koe-
sone emulsion are bolted to lamp
posts and other prominent places
and the public requested to place
dead rats therein. These were
collected and sent to the bac-
teriologist. Two or three thou-

sands rats, probably only a small
proportion of the rat population,
are collected weekly in this way
and examined for evidence of
plague. An infected animal can-
not always be traced to the house
where it died but a valuable indica-
tion of the district is obtained and
suitable preventive measures
taken.

Not Yet a Health Resort.

In conclusion, Dr. Severn said
there was still a lot to be done
before Hongkong might be regard-
ed as a health resort, but the re-
sults of 30 years of the medical
and sanitary departments were

striking. Other natural causes
have doubtless contributed to this
end but Canton and the Straits
Settlements had many cases of
plague last year.

It was noteworthy that among
our closely herded and cosmo-
politan population approaching a
million the incidence of plague had
been gradually reduced until Hong-
kong could claim that there has
been no notification of rat or
human plague since Septem-
ber 1923.

At the close of the paper, Major
Hingston remarked that it was
(Continued on Page 3.)

Are You A Parent?

Do you WANT your child to be a leader of MEN?



If so, buy him a set of the The Book of Knowledge

Teaches a child of three his A. B. C. s; explains to grown ups how an airplane is flown.

Mail us this coupon.

The Associated Publishers
P. O. Box 202—Hongkong.

Please send me, without obligation on my part, further details of the Book of Knowledge.

Name

Address

Occupation H.K.T.

Famous Scotch Songs

On Regal Records

- G.7648 { ANNIE LAURIE
BONNIE BANKS O'LOCHLOMOND
- G.7674 { MY AIN WEE HOOSE
HAME O' MINE
- G.7669 { YE BANKS AND BRAES
THE AULD HOOSE
- G.6281 { THE LEA RIG
MARY
- G.6284 { ROTHESAY BAY
WHEN YOU AND I WERE YOUNG
- G.7109 { WILL YE NO COME BACK AGAIN?
WITHIN A MILE O' EDIN BORO TOON

AT

ANDERSON'S



LUX

It only takes a few minutes to wash your silk blouse, your silk stockings, underwear or anything dainty and "special"—if you use LUX.

The thin, white, silky Lux flakes, which are made by our own exclusive process, dissolve instantly into a bubbling lather that is as harmless as pure water itself. The lather gently squeezed through the fine fabrics quickly loosens the dirt and a few rinsings make the garments beautifully clean.

Lux stands unrivalled for washing silk and other fine garments.

Lux is sold only in sealed packets—dust-proof!

AGENTS:-

The China Soap Co., Ltd.,
Shanghai-Hongkong-Tientsin
Hankow-Tsinanfu-Moukden

HISTORY OF HONGKONG PLAGUE.

(Continued from Page 2)

known that rats got into corn sacks and were so transported and took the disease with them. In India there was a system of building a special receptional for the corn in which the sacks were shot and left. No water could get in and the rats were unable to get out. To live in the hot climate rats had to have water or die within 24 hours and thus any rats that had been transported were killed within 24 hours. He wondered whether anything on these lines was in use in Hongkong. Dr. Severn replied that he thought not.

The Popular Side.

Readers are reminded that the Medical Conference now proceeding at the University will have a special popular interest to-day, and although no invitations have been issued everybody interested in what is going on are heartily invited to attend from 3.30 p.m. when an open session begins.

Things of particular interest are the public health and trade exhibits, of which something has already appeared here. Then at 5.30 there is to be a popular lecture in Room K at the University on Public Health but it will resolve itself mainly into an exhibition of pictures and cinema dealing with matters vital to public health.

On Monday evening next there is another popular lecture given by a Conference member, Dr. Davidson Black of Peking, at the Helena May Institute at 5.30 p.m., his subject being "Prehistoric Anthropology." On the following evening at 9.15 p.m. Dr. J. L. Maxwell, secretary of the China Medical Missionary Association, is to lecture in the City Hall on "Sidelights on a Century of Medical Missions." The public are invited to both these.

NURMI STILL RECORD BREAKING.

YESTERDAY'S FEAT.

Newark, N. J., January 22.—The two and three-quarters and the two and a quarter miles indoor World records were broken to-day by Nurmi, the "phenomenal Finn," his times being 13 mins. 3 secs. and 10 mins. 42 secs. respectively.—*Reuter's American Service.*

THE WOOSUNG STREET FIRE.

CORONER'S ENQUIRY.

That there were very peculiar features in the case and that there were grounds to suspect that it was a case of arson, were the reasons for the holding of an enquiry into the circumstances of the deaths of the nine persons who were burned in the disastrous fire which occurred at Nos. 55-61 Woosung Street, Yaumati, shortly before 6 o'clock on the morning of January 3.

The enquiry was held at the Kowloon Magistrate's Court yesterday afternoon, with Mr. E. W. Hamilton sitting as Coroner, assisted by a jury composed of Messrs. Mak Kam-yuk (foreman), Wong Sui-fai and Lui Chung-sun. Mr. E. J. H. Mitchell represented the Northern Assurance Co., Ltd. (London), with which Company houses No. 57 and 59 were insured. No. 61 was insured with the M. B. K. and Mr. L. E. Lamert represented that Company.

The jury were informed of the necessity of holding the enquiry as all the inmates of the ground floor of No. 61, where the fire is believed to have had its origin, have since absconded. There were suspicions that some person or persons had started the fire.

One of the nine persons were mentioned in the enquiry. The body of one of these, a woman of about 41 years of age, was found on the first floor of No. 61 and the other, also a female, aged 40, was found together with six others in the kitchen of the third floor of the same house.

The first witness to be called was the medical officer of the Kowloon Mortuary who deposed to death having taken place from asphyxiation in both cases. The skull of the body of the female found on the third floor had burst on account of the heat of the fire.

An inmate of the first floor of No. 61 said that she was awakened by the blasts of police whistles. She immediately picked her children up in her arms and ran down stairs. Witness could not say whether any of the other inmates attempted to escape or not, as she had "lost her head." She was unable to say exactly how much time she had to make her escape.

At this juncture the enquiry was adjourned while the Court visited the premises.

FOOTBALL.

CLUB v. TAMAR.

The following will represent the Hongkong Football Club in their match against H. M. S. Tamar to-day kick off 4 p.m., on Club ground.—G. S. Rodger, W. G. Gerrard (Capt.), C. E. Bishop, A. Marr, J. Stewart, G. Watson, T. Pile, A. S. Forsyth, G. J. Jones, H. G. Howard and W. J. S. Key.

Kowloon v. R. A.

The following have been selected to play for the Kowloon F. C. in a 1st Division League match versus Royal Artillery, on the Solomspoo ground, kick-off 4 p.m.—A. Dunne, F. Wheeler, F. Reid, A. W. Turner, C. Cayville, B. Pavey, F. Clemo (Capt.), J. McIlride, C. Millard, T. L. Knight, S. G. Hayes, Reserve: B. J. Vickars.

LAWN TENNIS.

UNIVERSITY AT HOME.

The University Tennis Club will be "At Home" to the Medical Conference, members and friends today when the following will represent the University against the "Doctors," at 3.30 p.m., on the courts at Pokfulam.—Messrs. H. M. So (Capt.) and B. H. Wong, Messrs. F. A. Redmond, J. L. Foster, Messrs. H. H. Chen and H. N. Bulthelch.

NAVAL YARD BLAZE.

MATCHED ON FIRE.

Considerable excitement was created in the Naval Dockyard shortly before nine o'clock last night as the result of a fire which broke out in a match shed. For a few minutes there was a big blaze, and some anxiety was felt on account of the proximity of the shed to the Naval Stores.

The Dockyard Brigade was immediately turned out, and thanks to their prompt and efficient methods of tackling the flames, assisted by many willing helpers, soon had the conflagration under control. The match shed was destroyed, but fortunately the fire was prevented from spreading to other inflammable stores.

A telephone to the Hongkong Fire Brigade soon brought their engines on the spot, but they were not required.

TO-DAY and TO-MORROW only,
5.15 and 9.15 p.m.

LOIS WEBER

presents

The Biggest Human Heart Story Ever Seen

"THE BLOT"



THE STORY THAT WILL TOUCH YOUR SENSE OF PITY.

Your sense of shame; it will batter down the protecting wall that surrounds your conscience. It will be the much talked of picture of the entire season. It has been discussed in pulpits, in newspaper editorials, in all the streets and by ways of the big cities all over the world. "The Blot" is a story of love and loyalty; a story of sacrifice; a story of courage and humility—and an overwhelming drama of pride.

Special Orchestra

NO ADVANCE IN PRICES

Starting Sunday, 5.15 (sharp) & 9.15 p.m.

The picture you've been long waiting for

WILLIAM FOX

presents

"OVER THE HILL"

The most wonderful picture of the century

Book your seats early

WORLD THEATRE

"WHY WORRY"

When we can help.

You will always be smart and well-dressed if you avail yourself of our—

UP-TO-DATE

DRY CLEANING SERVICE STEAM LAUNDRY CO.

HEAD OFFICE & WORKS: Yaumati, Tel. K. 52.
HONGKONG DEPOT: 16 Stanley Street, Tel. C. 1279.

KOWLOON HOTEL DEPOT:

KOWLOON DEPOT: 19 Canton Road.

CANTON: 19 Shaki Central, East.

HONGKONG HOTEL: (Visitors only.)

Write or Phone for complete Price List.

HOLIDAY TRIPS.

Complete arrangements made for tours of North China, Korea, Japan, including steamship and railway tickets, hotel and sleeping car reservations. Sight-seeing with native guides, etc.

Other holiday trips arranged to the Philippine Islands, Java, Indo-China and India.

Baggage and Accident Insurance.

Carry American Express Travellers Cheques.

Other offices in the Far East—Shanghai, Tientsin, Peking, Kobe, Manila, Calcutta, and Bombay.

Representatives at other principal points.

For complete information apply

THE AMERICAN EXPRESS CO., Inc.

4A, Des Vaux Road, Central.

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TRUSCON



STEEL CO.

BUILDING

PRODUCTS

REINFORCED CONCRETE DESIGNS

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STEEL WINDOWS AND DOORS

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STANDARD STEEL BUILDINGS

WIRE MESH

CONCRETE WATERPROOFING

METALLIC & CHEMICAL FLOOR HARDENERS

MASONRY AND STEEL DAMPROOF CASTINGS

Shewan Tomes & Co.

Representatives for South China

St. George Building,

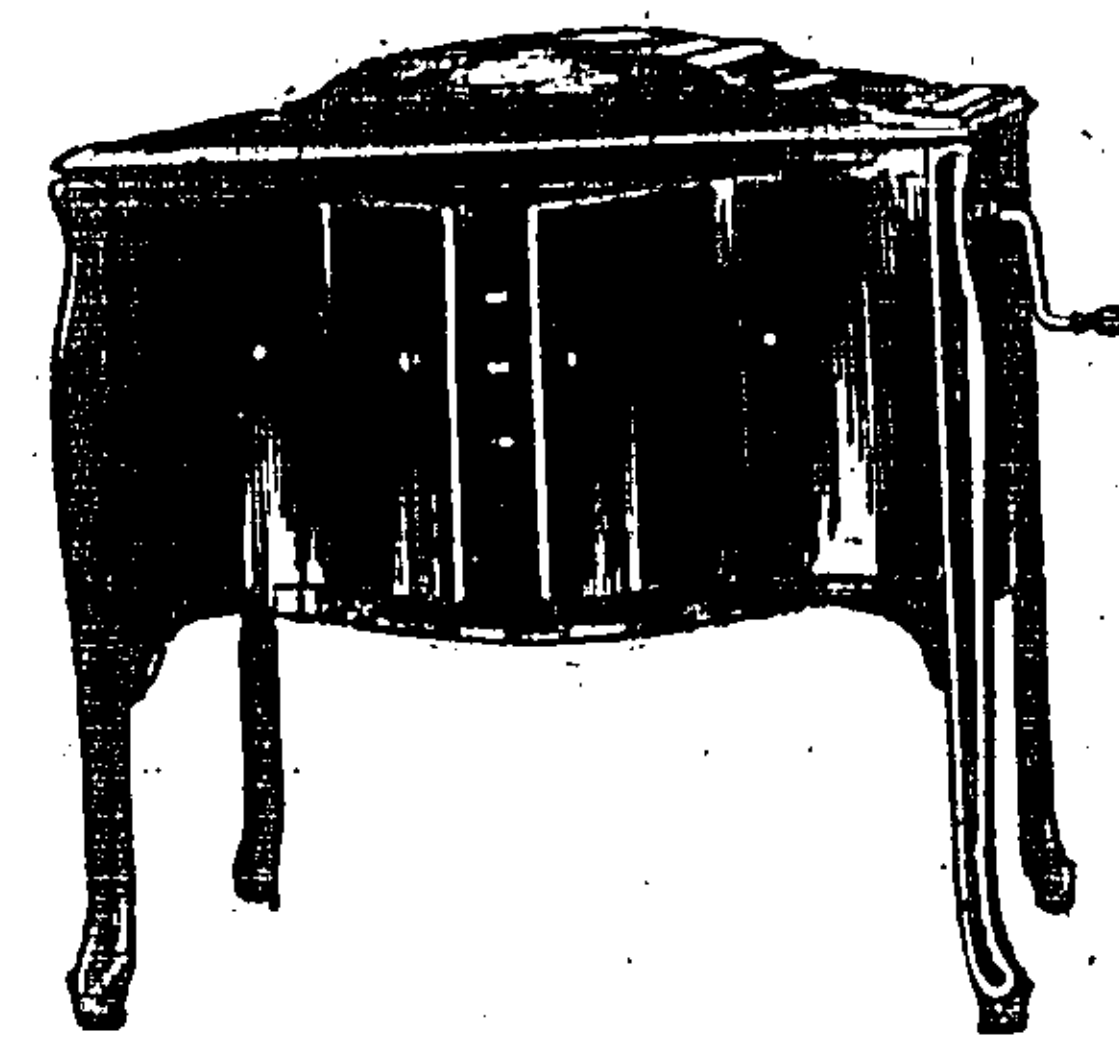
Hongkong.

HERE IS THE

SECOND PRIZE

IN THE

"TELEGRAPH" MOTOR CAR COMPETITION.



THE LATEST MODEL

VICTROLA CABINET

(PRICE \$370.00)

S. MOUTRIE & Co., Sole Distributors.

WHY NO TRY TO WIN IT?

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS --
{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }
State if Box; No. is required

TO LET.

SPACIOUS OFFICES. Second floor, China Building. Premises available February 1st. Inspection any time during business hours. Apply The Hongkong Excavation, Pile Driving and Construction Co., Ltd.

TO BE LET.

TO LET.—Office Room in Central position. Apply:—Linstead & Davis, Alexandra Building.

TO LET.—One large Office suitable for a Shipping Company. Architect's Office, or Insurance Company. Apply to Holyoak, Massey & Co., Ltd., Queen's Building.

TO LET.—Large Offices on First Floor (Front) of Powell's Building. Apply:—Registered Offices, Wm. Powell, Ltd., 12, Des Voeux Road.

FOR SALE.

FOR SALE.—KELLET MA-NOR BEING NO. 185 THE PEAK. POSSESSION NEXT MAY.—H. Percy Smith No. 6, Des Voeux Road Central.

FOR SALE.—No. 7 Stewart Terrace, 270 Peak, 5 Roomed House. Modern sanitation. Apply F. A. Mackintosh, MAC-KINTOSH & Co., Ltd.

STUDERAKER Motor Car, property of Major General Sir John Fowler who is leaving the Colony. Five Seater Touring Car, Six Cylinders, 20 H. P. Car can be seen at Head Quarter House by arrangement with A.D.C. Price \$1,500.00.

NOTICE

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS IN THIS COMPANY will be held at the Hongkong Hotel, Hongkong on SATURDAY, the 7th February 1925, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December 1924.

The TRANSFER BOOKS of the Company will be closed from the 2nd February to the 9th February (both days inclusive), during which period no transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,

General Managers, Hongkong, 23rd Jan. 1925.

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the Exchange Banks will be CLOSED for the Transaction of Public Business on SATURDAY and MONDAY, the 24th and 26th instant.

Hongkong, 20th January, 1925.

"THE GONDOLIERS"

This Opera will be produced at the Theatre Royal on the following dates in March next:—

FRIDAY, MARCH 20th.
SATURDAY, MARCH 21st.
MONDAY, MARCH 23rd.
WEDNESDAY, MARCH 25th. (Matinee Only)
THURSDAY, MARCH 26th.
FRIDAY, MARCH 27th.
SATURDAY, MARCH 28th.

PRICES AS FOR "THE YEOMEN OF THE GUARD"

\$3 00, \$2.00 & \$1.00

Booking Opens at Anderson's on MONDAY, the 2nd, of March.

NOTICE.

WE are in receipt of a cable from Head Office that the year 1924 has been our best year on record.

Assets now over \$400 Mill. Mex.

Assurances in force: Over \$1,300,000,000 Mex.

A safe and sound Company, worthy of confidence. Record extends over fifty years.

Sun Life Assurance Co. of Canada.

King's Building, Hongkong.

F. M. Weller, Manager.

PUBLIC DINNER

to H. E. Major General Sir John Fowler, K.C.M.G., C.B., D.S.O.

It is proposed that a DINNER should be given by the Community in honour of H. E. Major General Sir John Fowler, who is shortly leaving the colony.

Gentlemen wishing to be present should notify on or before 1st January, their intention to Colonel Robertson, Hongkong Club, who will supply all particulars. Hongkong, 20th January, 1925

IN THE SUPREME COURT OF HONGKONG
COMPANIES WINDING UP
No. 2 of 1923

In The Matter of The Companies Ordinances 1911-1921

and In the Matter of Reiss Brothers Limited.

NOTICE IS HEREBY GIVEN that Creditors of the above-named Company, which is being wound up by the Court, are required, on or before the 28th day of February, 1925, to send their names and addresses of their Solicitors, if any, to the Official Receiver, the Provisional Liquidator of the said Company, and are also required by their Solicitors, or personally, to come in and prove their said debts or claims at the Office of the Official Receiver, Supreme Court, between the hours of 10 a.m. and 1 p.m., or in default hereof they will be excluded from the benefit of any distribution made before such debts are proved.

JOHN FLEMING, C.A., Special Manager, Hongkong, January 21, 1925.

A. S. WATSON & CO., LTD.

NOTICE.

CHINESE NEW YEAR HOLIDAYS.

ON Saturday and Monday, 24th Instant, all departments will be closed.

ON THESE DAYS

The Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD. Hongkong, 20th Jan., 1925

HIMROD'S

ASTHMA CURE

No matter what your respiratory organs may be suffering from—Asthma, Hay Fever, Cough—you will find quick relief with Himrod's Asthma Cure.

At all leading chemists.

FOOTBALL INTERSPORT GAMES.

HONGKONG V. SHANGHAI Monday, January 25th. 3.45 p.m.

SOUTH CHINA ATHLETIC V. SHANGHAI Wednesday, January 28th. 4.15 p.m.

Admission:—\$2. & \$1.

UNITED SERVICES V. SHANGHAI Thursday, January 29th. 4.15 p.m.

Admission:—\$1. & 50 cts.

CLUB GROUND

Tickets booked for previous dates will still hold good.

Booking for all seats now opened at the ANDERSON MUSIC CO., LTD.

THE HONG KONG CANTON & SHANGHAI STEAMSHIP CO., LIMITED.

Notice to Shareholders

THE ONE HUNDRED AND FIFTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4a, Des Voeux Road, on THURSDAY, 19th February, 1925, at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 5th February 1925, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors, JOHN ARNOLD, Secretary, Hongkong, 14th January, 1925

UNION WATERBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

The Twentieth Annual General Meeting of Shareholders will be held in the Office of Messrs. Dodwell & Co., Limited on Friday, January 30, 1925, at 11 a.m. for the purpose of receiving the report of the General Managers together with a Statement of Accounts to December 31, 1924.

The Transfer Books of the Company will be closed from January 23rd to 30th Jan. 1925, both dates inclusive.

DODWELL & CO., LTD., General Managers, Hongkong, January 19, 1925

HONGKONG REALTY AND TRUST CO., LTD.

NOTICE OF CALL.

Issue of 10,000 Shares of the nominal value of \$10 each.

NOTICE is hereby given that a Call of \$2.50 (Dollars two Cents fifty) per share has been made on each of the One hundred and seventy thousand \$2.50 paid up shares of this Company, and that such Call will be payable to the Company's Bankers, The Hongkong and Shanghai Banking Corporation, Hongkong, on Monday the second day of March 1925.

For the HONGKONG REALTY AND TRUST CO., LTD., F. C. BARRY, Acting Secretary, Hongkong, 19th Jan. 1925.

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

AS, during the North-East Monsoon there is always a possibility of North-bound steamers running short OF BUNKER COAL, this is to inform you that TAIT & CO., AMOY, (a well-protected port with good anchorage) have stocks of GOOD JAPANESE BUNKER COAL AT REASONABLE PRICES.

Wireless messages via Hongkong or Formosa are retransmitted by the Great Northern Telegraph Co. and a wire to "TAIT" or "COAL BUNKER" AMOY, will receive their prompt attention.

Bentley's Complete—Phrases Couched.

Other notices appear on Page 9 & 12.

THEATRE ROYAL

A BIG MUSICAL ATTRACTION WITH A BIG REPUTATION. FOR A SHORT SEASON ONLY COMMENCING SATURDAY, 24th. THEATRICAL ENTERPRISES (Maurice E. Benion & Alec Ross) present

MADLINE ROSSITER

The most popular and versatile artist that has yet TOURED THE EAST AND HER NEW LONDON COMPANY in an original up-to-date musical entertainment THAT RUNS AT TOP SPEED SPECTACULAR STAGING. ARTISTICALLY PRESENTED.

Saturday, Jan. 24th at 9.30 p.m. "FLAULICHIS"

Monday, Jan. 26th at 9.30 p.m. "FLARES and FLASDES"

Tuesday, Jan. 27th at 9.30 p.m. "PIERROT PIE"

Wednesday, Jan. 28th at 9.30 p.m. "STROLLERLAND"

Thursday, Jan. 29th at 9.30 p.m. "HORS D'OEUVRES"

Friday, Jan. 30th at 9.30 p.m. "MIXED GRILL"

FAREWELL PERFORMANCE

What the Singapore Press Said:—They had an unusually large audience and their bright and cheery show went everybody home prepared to tell everybody else to GO AND SEE IT. "The Straits Times."

Popular Prices: \$4.00, \$2.00 & \$1.00

Booking at MOUTRIE'S.

The Booking for the above Company, during the Chinese New Year Saturday to Monday, will be at the Hongkong Hotel.

NOTICE.

THE CHINA LIGHT & POWER CO. (1918), LTD.

BEG to notify their Consumers that owing to alterations in the Generating Station the supply of electricity will not be available between the hours of 9 a.m. and 5 p.m. on Saturday the 24th January.

SHEWAN TOMES & CO. General Managers.

NOTICE

WE, Members of the Painters' Guild and Luen Shing Painters' Shop, beg to thank our respective employers who have unanimously agreed and signed in the Office of the Secretary for Chinese Affairs for a 30% increase of wages, to take effect from the 24th of January, 1925.

THE PAINTERS' GUILD and LUEN SHING PAINTERS' SHOP.

Hongkong, January 20th 1925.

NOTICE.

MEMBERS OF THE HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:—

A. H. Carroll Harry O. Odell Chairman, Soo Poi Shao M. A. Razaack W. J. Carroll Vice-Chairman, J. W. Kew P. M. Hodgson Secretary, O. Kitchell M. P. Lo Yip Yung Pak F. X. V. Ribeiro F. M. L. Soares Lau Tak Po H. E. Edwards A. A. Lopes J. F. Grose F. X. d'Almada V. Yvanovich Remedios A. P. Greaves Jack Behar H. M. H. Esmail G. A. Harriman Sou Kon Chi Soo Pui Chen By order of the Committee, J. W. KEW, Secretary.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.

Abraham, Ezra Logan, W. Alves A. A. Matheson, R. T. Bagram, J. T. Nissim, A. Benjamin, V. Olson, C. W. Birkett, H. Pestonji, R. Cox, M. J. Potts Geo, H. Croucher, N. V. A. Potts, P. C. Ellis, F. M. Raymond, E. M. Gould, Joseph, Silva, P. M. N. de Outorres, A. A. Smyth, F. R. Lammort, Geo. A. Tester, P. Lammort, H. A. Kew Frad. By order of the Committee, A. NISSIM, Secretary.

CHINA NEW YEAR HOLIDAYS.

We beg to announce that our Depot and Branches will be closed All Day on Saturday, January 24th, and will be open on Sunday, 25th, and Monday, 26th as follows:—

Dairy Dept. 25th & 26th 6 a.m. to 8.30 a.m.

25th " " 2 p.m. to 3 p.m.

Butchery Dept. 25th & 26th 6 a.m. to 8.30 a.m.

25th " " 2 p.m. to 3 p.m.

Ice Dept. 25th & 26th 6 a.m. to 8.30 a.m.

25th " " 2 p.m. to 3 p.m.

THE DAIRY FARM ICE & COLD STORAGE CO., LIMITED.

Hongkong, January 19, 1925.

BRITTO & COMPANY.

NOTICE is hereby given that from and after this date hereof I shall carry on the above firm as the sole proprietors.

J. M. L. BRITTO. Hongkong January 15, 1925.

CONSIGNEES.

NOTICE TO CONSIGNEES

THE DEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP.

LONDON & STRAITS.

The Steamship "BENAVON"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the steamer must be presented to the Under signed on or before the 10th Feb., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 30th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON AND CO., LTD., Agents

Hongkong, 23rd January 1925.

NOTICE TO CONSIGNEES.

STRUTHERS & BARRY

From SAN FRANCISCO AND LOS ANGELES via PORTS.

The Steamship:—

"WEST CARMONA."

having arrived from the above mentioned ports on Friday, 23rd Jan., 1925, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godown of the Hongkong & Kowloon Wharf and Godown Co. Ltd., Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports, & Export Office, Hongkong, before Bills of Lading will be countersigned or delivery Orders issued.

All broken chafed and damaged cargo is to be left in the Godown where it will be examined at 10 a.m. Thursday, 29th Jan. 1925, by Messrs. Anderson and Asho, Marine Surveyors.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be recognised after the goods have left the Godown and cargo undelivered after 29th January, 1925, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

AMERICAN FAR EAST LINE

STRUTHERS & BARRY.

Managing Operators. Hongkong, 23rd Jan. 1925.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions from Sir John Fowler, K.C.M.G., sell by Public Auction on

Friday, the 30th Jan. 1925

commencing at 2.30 p.m.

at Headquarter House,

A Quantity of "Backwood" Furniture, Old Chinese Curios and Pictures, etc. including:—

Chinese Embroidery, Old English Prints, Old Chinese Clocks with Chimes, E. P. Ware, Lacquered Ware, Cutlery, etc., etc., also

One Boudoir Grand Piano by "Bluthner."

Catalogues will be issued.

On View from Wednesday the 28th January 1925.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION

By Order of the Mortgagees PARTICULARS OF SALE

of Valuable Leasehold Properties

situate at Kowloon and known as

The Remaining Portion of Kowloon Inland Lot No. 629 to be

sold by PUBLIC AUCTION

on FRIDAY, the 6th day of February 1925,

at 3 o'clock p.m.

by Messrs. LAMMERT BROS., Auctioneers.

at their Sales Rooms, Duddell Street,

PARTICULARS:—

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Hongkong, 9th January, 1925.

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To be sold by PUBLIC AUCTION,

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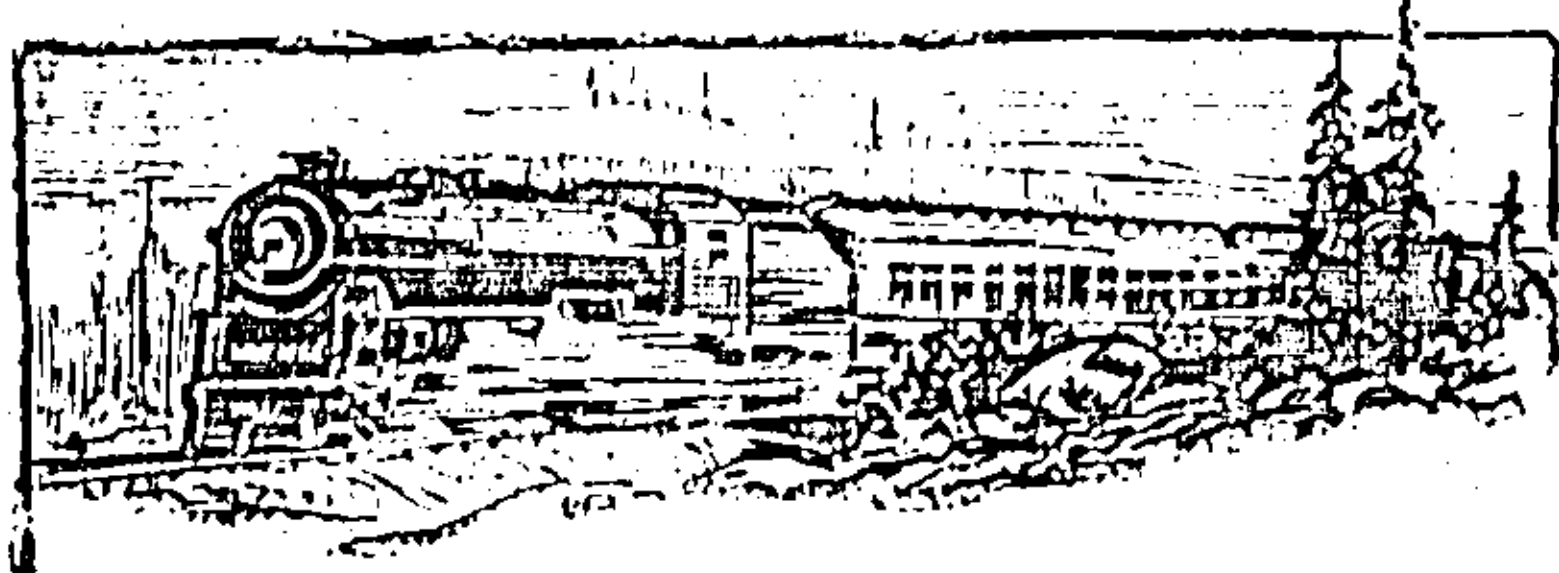
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(Saturday 24th January 1925) — (No sailings to or from Macao.)

Further information may be obtained at the Company's Office, 4A, Des Vaux Road Central, Messrs. Thos. Cook & Son Ltd., or the American Express Company Hongkong.

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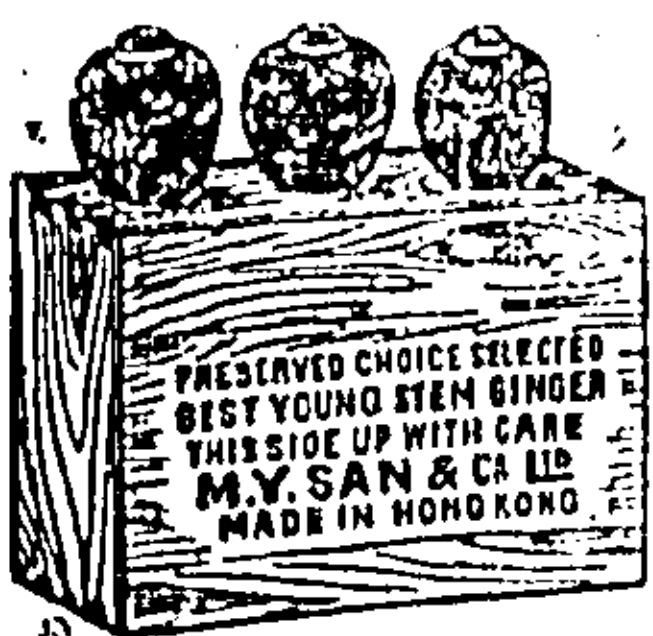
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Ginger

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Sufferers

from Bad Legs, Abscesses, Ulcers, Piles, Glandular Swellings, Eczema, Boils, Pimples and Irritations, Gout, Rheumatism, must realize that the only sure way to complete and lasting relief is to free the blood of the poisons which cause the one cause of such troubles. Clarke's Blood Mixture contains ingredients which soon overcome and expel the impurities, that's why so many lasting cures stand to its credit.

Clarke's Blood Mixture

Pleasant to take. Of all Chemists and Stores.

Refuse Substitutes. "Everybody's Blood Purifier."

NOTICE.

NOTICE is hereby given that on the 19th December, 1924, the name of the China American Industrial Developing Co., Ltd., was changed and the company will thereafter be known as "The Hongkong Excavation, Pile Driving, and Construction Co., Limited."

The Company will continue to carry on business as structural engineers and building contractors as heretofore under the new name.

C. B. SHANK,
Manager.
Hongkong, 22nd Dec., 1924.**G. PRELLER & CO'S.**

Famous

BORDEAUX WINES

Agents:—

SIEMSEN & CO.

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Genuine reductions on every item in stock including General Merchandise and Wearing Apparel for Men Women and Children. Shoes and Boots, Gent's Hats, Ladies Hats, Ladies' and Gent's, Overcoats and Bath Robes. Household Goods, Ladies' Silk and Wool Scarves.

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Ladies' Silk Hosiery

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Value \$1.50

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Zeiss-Tessar Lens

Obtainable from

All Leading Stores

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Sole Agents for China,

Bank of China Building,

Phone C. 873.

ST. ANDREW'S YOUNG MEN'S CLUB.**ANNUAL KOWLOON****MARATHON RACE**on MONDAY, March 2nd,
at 4.30 p.m.Distance about Six Miles.
Open to all Europeans in the Colony.Three Silver Prize Cups.
Entries to be sent to the Hon. Secretary,

FRANK N.W. DOODHA,

The Church Hall, Nathan Road,
or Rev. G. E. ARROWSMITH,No. 5, Carnarvon Buildings,
Kowloon.**NOTICE.**

ON 1st. January, 1925, Mrs. E. M. V. Remedios retires from the firm of J. P. V. Remedios & Co., on account of ill health.

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

Regular Freight and Passengers Service for Bangkok, Hongkong, and return.

Expected on or about. will leave for Bangkok via Swatow on or about. 2nd. February.

M.S. "Bintang" (2777 tons) 26th January.

will leave for Bangkok direct, on or about. 14th. February.

S.S. "Banka" (1684 tons) 9th February.

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For further particulars please apply to:—

JOHN MANNERS & CO., LTD.
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The M. S. "MALAYA"

will be loading for Marseilles, Barcelona, Valencia, Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian ports about

28th. of January 1925.

Further Sailings:— Expected on or Will leave homewardbound on or about.

M.S. "Annam" 12th. February 15th February

M.S. "Australia" 12th. February 15th February

M.S. "Java" 7th. March

M.S. "Chile" 15th April

M.S. "Africa" 5th May

Subject to change without notice.

For further particulars please apply to:—

JOHN MANNERS & CO., LTD.
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GUARANTEED REAL

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are pleased to announce for the information of ARCHITECTS, BUILDERS and their Clients that they now execute to their own original designs or to designs submitted to them.

Single or GROUP FIGURES from Life, Flowers, Fruit Foliage etc., in BRONZE stone or marble.

Ornamental Cast and Wrought Ironwork including Railings, GRILLES, GATES, FENCES & DOORS.

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FAVORED by hunters and householders throughout China, for the past twenty-five years. Supports 1080 pounds. Width 28 in. Length 76 in. Height 17 in. For sale where you secure your camping kit.



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ENGINEERS.**THE TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.**

— DRY DOCK —

LENGTH 707 FEET.

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DEPTH ON CENTRE OF

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CAPABLE OF HANDLING SHIPS UP

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DRY GINGER ALE

Its dryness and aroma are features which give this beverage the immense popularity it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UN-EQUALLED by any similar product throughout the world.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

A VICTROLA
Adds Charm and Comfort

Great music is always an interesting subject for conversation; such discussions cement many a friendship.

The Victrola gives you music in its highest and clearest form—as near to the actual performance of the artists themselves, as it is possible to approach, without seeing them in person.

Let us supply you with a Victrola.

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Lane, Crawford, Ltd.

are offering their entire stock of—

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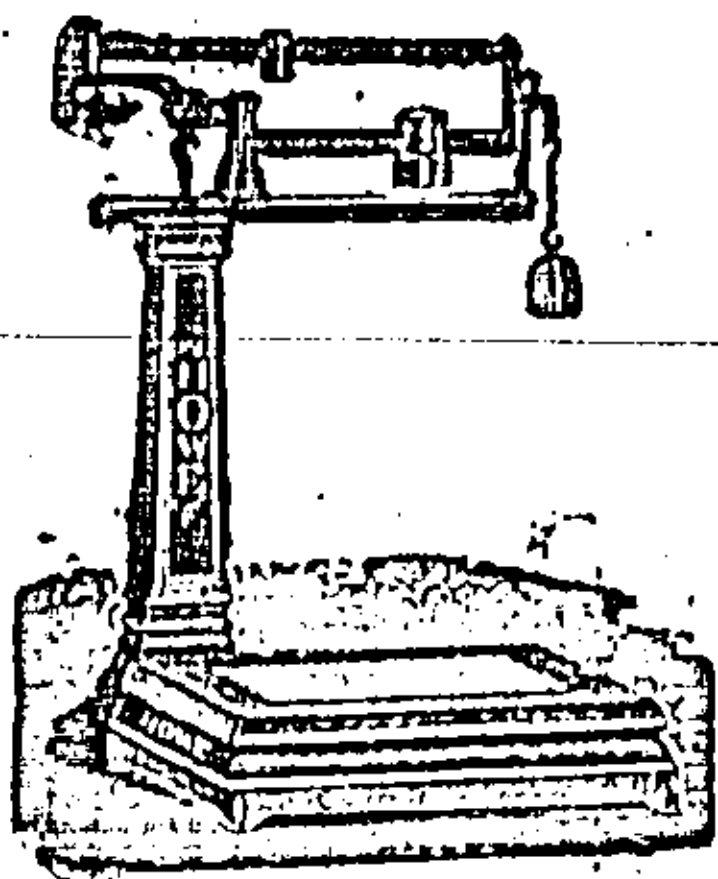
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Prices Below Cost.

Sale Commences

Thursday January 22nd.

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SCALES

THE
BALL BEARING
WEIGHING
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For all purposes
MUSTARD & CO.
17, Connaught Road, Central,
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MARRIAGE.

WALLIS—DINSDALE.—On Thursday, January 22, 1925, at His Britannic Majesty's Consulate General, Canton, and afterwards at Christchurch, Shanghai, Frank Arnold Wallis, His Britannic Majesty's Vice-Consul at Canton, eldest son of the late Arnold Joseph Wallis of Corpus Christi College, Cambridge, and Mrs. Arnold Walling to Doris Muriel, second daughter of the late George Kay Dinsdale of Yokohama, Japan, and Mrs. Dinsdale of Hurstpierpoint, Sussex. (China and Japan papers please copy.)

The Telegraph.

HONGKONG, 23rd Jan., 1925.

A NEW YEAR.

Chinese New Year's Eve has come round once again, and, in accord with custom, little else will be done amongst the native community during the next week or so but to indulge in the usual celebrations. Soon we shall know, however, how trade during the past year has been reflected in the operations of many of the big Chinese concerns, for the New Year is not all celebration—the balancing of books has to be done and the results, for good or bad, analysed. It is common knowledge that the year just closing has been anything but a rosy one for Chinese business enterprise. Most firms have felt it a hard task to make ends meet; indeed, the majority will be satisfied if the year's operations do not show a loss. The reaction has, of course, been heavily felt by European firms as well, and few concerns, whether Chinese or foreign, will be sorry to say good-bye to the year just ending. It has been an anxious time for many, and the full effects of the old year's activities have yet to be told.

As is almost invariably the case when trade is bad in this part of the world, the past year's misfortunes are, in the main, due to the continued unrest in adjacent Chinese territory. There has been a terrible succession of disturbing factors—piracies, robberies, floods, and, last but not least, the great upheaval in Canton, which led to much bloodshed and the burning of blocks of property. It is, in fact, to be doubted whether Kwangtung has ever passed through a worse year than the one which is just closing. With conditions as they were, it was only natural that

trade should be dealt a heavy blow, and it says much for the recuperative powers of Chinese business concerns that more have not gone to the wall. In the circumstances prevailing, it was inevitable that business should be brought almost to a standstill. Even at the moment, affairs in South China are in a state of flux, and much uncertainty as to future developments prevails. The same can be said of China's national outlook. We can none of us tell what is in store. However, it is at New Year-time that fresh hopes are born, and we trust that the coming twelve months will witness a great recovery both in commerce and in China's national advancement. To our many Chinese friends, we extend our felicitations, wishing them all the best of fortune and all prosperity in the new year which is about to dawn.

Sanitation.

The paper read at yesterday's Medical Conference on the proposed sanitary convention at Singapore and its relation to the China Coast ports deserves special notice because of its relation to Hongkong. We find that this Colony will rank as only a second class port under the League of Nations grading scheme, and even if natural ambition does not suggest that this stigma should be removed, there is the wider aspect of bringing this place up to date in all the sanitary measures which are essential at a big seaport. There was another paper read yesterday afternoon intimately connected with the subject, and that was the one on plague. Hongkong has the unenviable reputation of being a radiating plague centre, and that slur should be removed. We have no intention of entering into a controversy as to whether or not that view of our Colony is justified, but there is no doubt that this port forms one of the means of disseminating the infection from the mainland to other parts of the East and eventually the whole world. All we require here to place us in the category of a first-class port, apparently, is a quarantine station for deck passengers and means of fumigating big ships at anchor. Neither is an impossibility. The former, especially, has long been required. There are difficulties and big expenses ahead, but it is one of the penalties of being a huge world port. Hand-in-hand with the growth of our harbour development schemes, will have to be considered the means of bringing us into line with the other great seaports in measures for the international safeguarding of health.

Dietetics.

Has too much been made of vitamins? The average layman is inclined by now to take the discussion on this subject humorously, owing to the difference of opinion which has been manifested among medical men, and the fact that the majority of mankind have got along well enough in the past without any knowledge of such abstruse departments of dietetics. The whole matter appears to be one of whether the diet is sufficiently varied to permit of the inclusion of essential nourishing or anti-scorbutic chemicals. The average well-nourished person usually gets these in plenty. The underfed poor do not; but in any case the knowledge of what does or does not constitute a proper vitamin diet would not interest them. When we come to a consideration of varying national regimens of food we find such differences as to lead to the conclusion that centuries of adaptation have had the effect of making the vegetarian as healthy as the meat-eater. Whether or not the influence of foodstuffs has had much to do with characteristic national physiques we will leave to the savants. In the case of Japan, we find a race which is seemingly, according to Western standards, under-weight and under-formed physically, yet second to none in endurance and general stamina. But in the contention that the poorer classes of China are not sufficiently nourished when they most need strengthening and warming food, in winter, there is a great deal of truth. The rice and salt veget-

DAY BY DAY.

CONCERT IS TO NATURE
WHAT PAINT IS TO BEAUTY;
IT IS NOT ONLY NEEDLESS,
BUT IMPAIRS WHAT IT WOULD
IMPROVE.—Pope.

To-morrow, being Chinese New Year's Day, there will be no issue of the Telegraph.

The Hongkong Philharmonic Society is to start a week's run of "The Gondoliers" at the Theatre Royal on March 20th.

The Humphreys Estate and Finance Co. are recommending a dividend of 8 per cent. and a bonus of 4 per cent. The carry-forward is \$83,879.94.

Amongst the passengers who left to-day by the Empress of Canada were Mr. and Mrs. E. A. G. May, Mr. and Mrs. B. M. Webb, Mr. E. Zeitlyn and Mr. C. D. Ryan.

Sub Inspector Hutchins, of the Shamshui Police Station, who was injured during a motor accident in Nathan Road on Saturday last, was discharged from hospital yesterday.

The children of the primary department of St. Andrew's Church Sunday School are invited to a party being given to-morrow (Saturday) from 3.30 to 5.30 p.m. in the Church Hall.

In spite of the bad weather, there was a large gathering of Irishmen at the Victoria Memorial Hall, Singapore, last week, when it was definitely decided to form an Irish Association, under the name of St. Patrick's Society.

Manila papers report that, owing to lack of funds, the Italian Grand Opera Company artists have all gone on strike. A crowd that collected at the Manila Grand Opera House last Friday evening were disappointed at finding the doors closed.

Last night the final performance of "Saint Joan" was given by the Hongkong A. D. C. There was a large audience present, and the play was finely handled, the principal all being in good form. At the close, there were many demonstrations of approval.

With reference to a news item appearing on Monday relating to the placing of a new double-ended ferry vessel on the Hongkong and Yau-mai run, the Hongkong and Yau-mai Ferry Co. informs us that none of the ferry vessels on that route carry pigwash or any other offensive goods.

The Full Court yesterday held that the right of appeal to the Privy Council from decisions of the Hongkong Appeal Court in rent cases was taken away by Section 6 of the Rents Ordinance. Mr. C. G. Alabaster's application on behalf of the Kung Wo Restaurant was therefore dismissed. Mr. Eldon Potter, K. C., opposed the application.

A fatal accident occurred at the Praya East yesterday. A Chinese alighted from a tramcar and crossed behind, with the intention of going over to the other side of the road. Unseen by him, a motor car came up from the opposite direction and before the driver had time to use his brakes, the man was knocked down. He died from his injuries on the way to the Government Civil Hospital.

Convicted on a charge of impersonating an official of the Sanitary Department with a view to fraudulently obtaining \$108 from a tenant of No. 108 Tai Nam Street, Shamshui, an umbrella maker, who was stated to have been an ex-employee of the Department, was sentenced to three months' hard labour by Mr. E. W. Hamilton at the Kowloon Magistracy this morning.

ables, and not enough of that, which forms the only diet of some, has never been the ideal food, and the survival of the fittest alone has enabled the poorer Chinese to exist under such circumstances. Whether or not the race requires better food for its general health, there is certainly a need for the improvement of the circumstances of the very poor. But unfortunately, like so many other problems where one has to deal in figures running into millions, whether of money or of human beings, it is a task of disheartening magnitude.

CENTRAL BRITISH
SCHOOL.THE YEAR'S WORK
REVIEWED.

An interesting review of the year's activities at the Central British School, Kowloon, was given by the Headmaster this morning, on the occasion of the annual prize-giving. There was a large attendance of pupils, their parents and friends. The Hon. Sir Claud Severn performed the ceremony of handing out the awards, and spoke in complimentary terms of the year's results. Sir Claud was accompanied by Lady Severn, and amongst those also present were the Rev. V. H. Copley Mayle, the Rev. J. H. Johnstone, Capt. Watt and Mr. B. Wyllie (members of the Board of Education), Mr. E. Ralphs, Mr. L. Forster, Mrs. Holyoak and Miss Holyoak.

ANNUAL REPORT.

The Headmaster (Mr. G. F. Nightingale), in his annual report, said during the year there were great developments in every department of the School and it seemed probable that in the near future additional buildings would become necessary. The numbers were increasing, to-day there were 135 on the roll, and the present building would soon be too small if the development of the residential part of Kowloon continued at the same rate.

The School was opened on 195 days. The maximum enrolment was 136. In January there were 118 on the roll; in December 128. The average attendance during the whole year was 97, the highest average attendance being 116 in December. The attendance on the whole was good, in spite of absences due to measles, malaria and dengue fever. The heat of September caused many to be absent, the average daily attendance falling to 96. There were very few cases of absence due to trivial reasons, and he was pleased to be able to record the willing co-operation of parents in the efforts to enforce regular and punctual attendance at school.

The School was medically examined in April and an excellent report was again made by the M.O.H., Dr. Woodman. It was very gratifying to note the healthy condition of the pupils of this School.

FINE FACILITIES.

After referring to staff changes during the year, the Headmaster continued:—"At the Central British School we are offering children of British parentage educational facilities of a high standard, equal in every respect to those offered by home schools. We are striving to develop a school spirit imbued with the best traditions of the home Public Schools, and to make this a school of truthfulness, honesty, manliness, and clean playing on and off the field. Very few schools possess a Staff who have qualification higher than those possessed by the members of the staff of this School, or who display keener enthusiasm in the cause of education,—education, in the best and deepest sense."

After reminding parents that he was always ready to meet them at the School to show them the Classrooms and Laboratories and the work done, and to discuss questions relating to their own children and to education in general, Mr. Nightingale stated that Latin, chemistry and physics had now been added to the School curriculum. Latin was taken in Classes 1 and 2 by those boys and girls who proposed to matriculate in the University of London after passing the local Matriculation Examination. At the beginning of the year, a Physics Laboratory was fitted up in one of the classrooms built in 1922, and at the end of the year a Chemistry Laboratory was added. In March the building of six new classrooms was completed and they were now occupied by Classes 4-6. Two rooms were converted into storerooms for the School's up-to-date stock of chemistry and physics material. Excellent tidings were provided at the School—a small charge being made—for children coming from Hongkong.

The pupils of the School had been very active in the cause of charity. They took part in the sale of poppies on Armistice Day and in the annual Bazaar of the Ministering Children's League. The girls of Classes 3 and 4 raised a sum of £21-12-9, for which they sent a draft to the London Hospital.

Thanks were due to Mr. W. G. Joseph, Mr. O. I. Ellis, and Mr. A. Allison for supplying the School Library with books,

magazines and illustrated papers. Captain H. F. Mitchell presented a collection of shells and coral to the School Museum. A new section, containing 150 volumes, was very generously given by Mr. W. G. Joseph, and the Headmaster appealed to all parents and friends for further gifts of books and magazines. He also thanked the Director of the Royal Observatory for sending the daily weather map.

GOOD RESULTS.

The midsummer and annual examinations showed very good results in both the Upper and the Lower classes. For the Matriculation and Senior Local Examination, the whole of Class 1 entered—10 candidates, of whom eight passed, three gaining the Matriculation, and five the Senior local certificates, this was an excellent result, comparing very favourably with that obtained by any other school in the Colony. V. Wheller passed in English, Mathematics, Latin, French, Geography and History, being awarded the Montargis French Prize. K. Jenner was the youngest boy in the East to obtain the Matriculation certificate. He was only 13. The English and Mathematics were good, Arithmetic excepted, in which subject lower marks than expected were obtained. The French results were much better than those of past years, only one candidate failing in this subject.

For the Junior Local Examination, they entered the whole of Class 2,—nine candidates, six of whom were successful. One boy, J. Maycock, passed in eight subjects, gaining distinction in arithmetic, mathematics and drawing.

In the school annual examination, a high standard of marking was adopted and the results were good. In most classes there was a "tail" consisting of pupils, admitted during the second and third terms of the year, to whom French, physics, chemistry, algebra and geometry were new subjects. This state of affairs was inevitable in this school.

SOUND WORK.

"In spite of all the difficulties experienced in the education of British children in the East," said Mr. Nightingale, "sound work is being done here, as proved by the success of old boys and girls in the Home schools. Invariably they are placed in a form whose average age is higher than theirs; they soon reach the top of the form and gain promotion to a higher. Ivan Joseph, who is leaving us this month, has passed the entrance examination into Bedford School, being placed in Fifth Form."

Mr. Ezra Abraham had given a Scholarship, value \$100, which would be awarded annually to the pupil passing the Junior Local Examination, who obtained the most marks in Mathematics. This was a very generous gift and it was hoped that the example set by Mr. Abraham, who had always taken a great interest in the School, would be followed by other friends interested in the education of British children.

After referring to sporting activities, the Headmaster said it was interesting to note that old C.B.S. boys at Home more than held their own in cricket, football, swimming and boxing. One boy, W. Mathin, who left during the year, won the Boys' Swimming Championship of Sussex, being awarded the "Harry Preston Challenge Cup."

The report closed with the Headmaster's appreciation to the staff of the enthusiastic and loyal support in all the varied activities of the school life, and of Sir Claud Severn's presence.

THE PRIZE LIST.

The prize list was as follows:—
Matriculation.—D. Ellis, K. Jenner and V. Wheller.
Senior Local.—A. Bach, E. Moses, J. Stewart, M. Whitley and S. Whitley.
Junior Local.—C. Allison; J. Hirst, J. Maycock, T. Whitley, S. Williams and R. Witchall.
Government Scholarships.—Class 1A, (Matriculation), V. Wheller; 1B, (Senior local), S. Whitley; 2, (Junior Local), R. Witchall; 3, K. Hammond; 4A, R. Dorf; 4B, O. Tachhi; 2A, R. Mead; 5B, L. Glendinning; 6, U. Mitchell.
Class Prizes.—Class 1A, (Matriculation).—1, V. Wheller; 2, D. Ellis (presented by Messrs Kelly and Walsh); Class 1B, (Senior Local).—1, K. Jenner; 2, S. Whitley (presented by Mr. E. Abraham); Class 2, (Junior Local).—1, J. Maycock; 2, R. Witchall (presented by Mr. E. Abraham); Class 3.—1, K. Hammond; 2, D. Sallor (presented by Mr. E. Abraham); Class 4A.—1, V. Dorf; 2, R. Woolley (presented by Mr. E. Abraham).

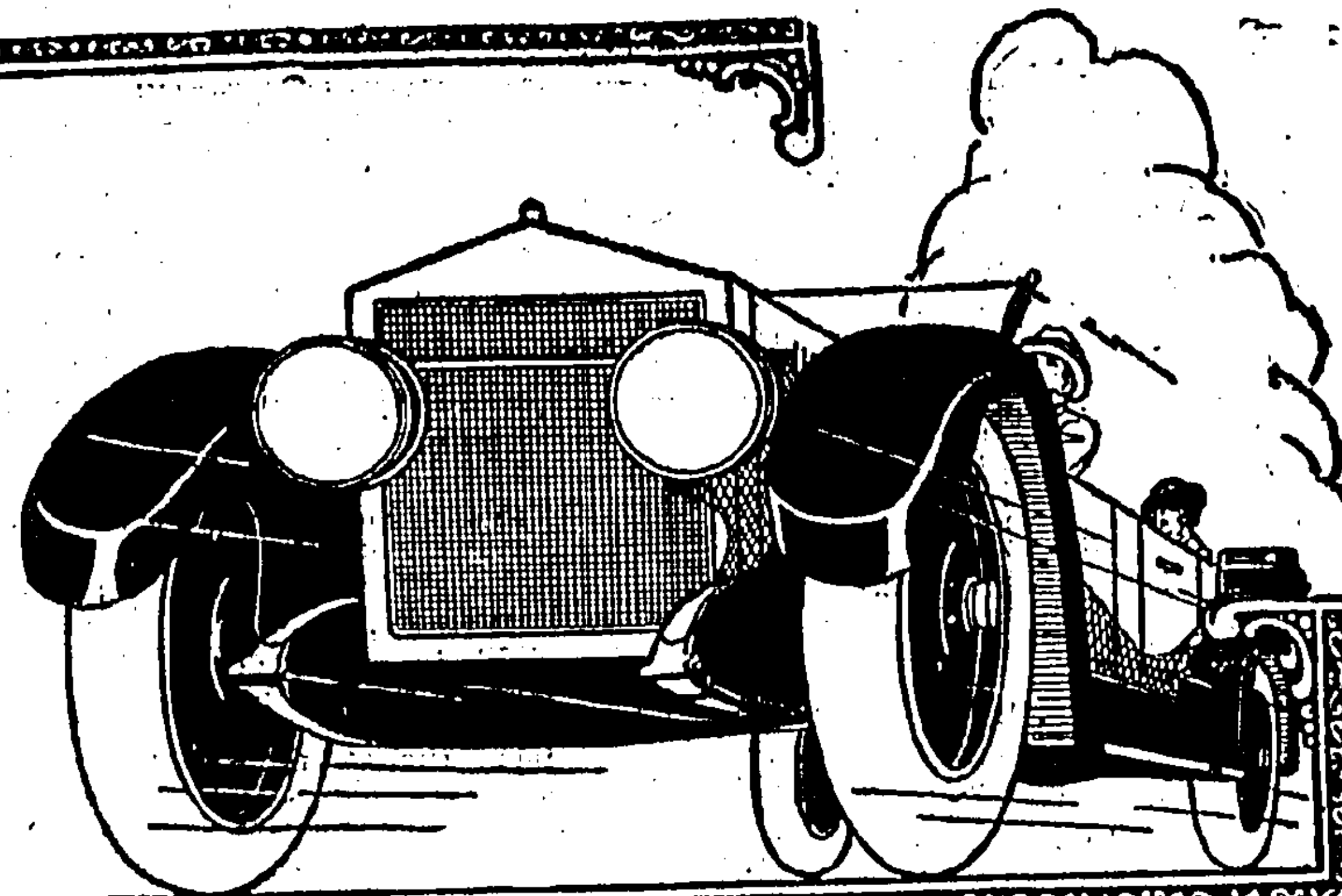
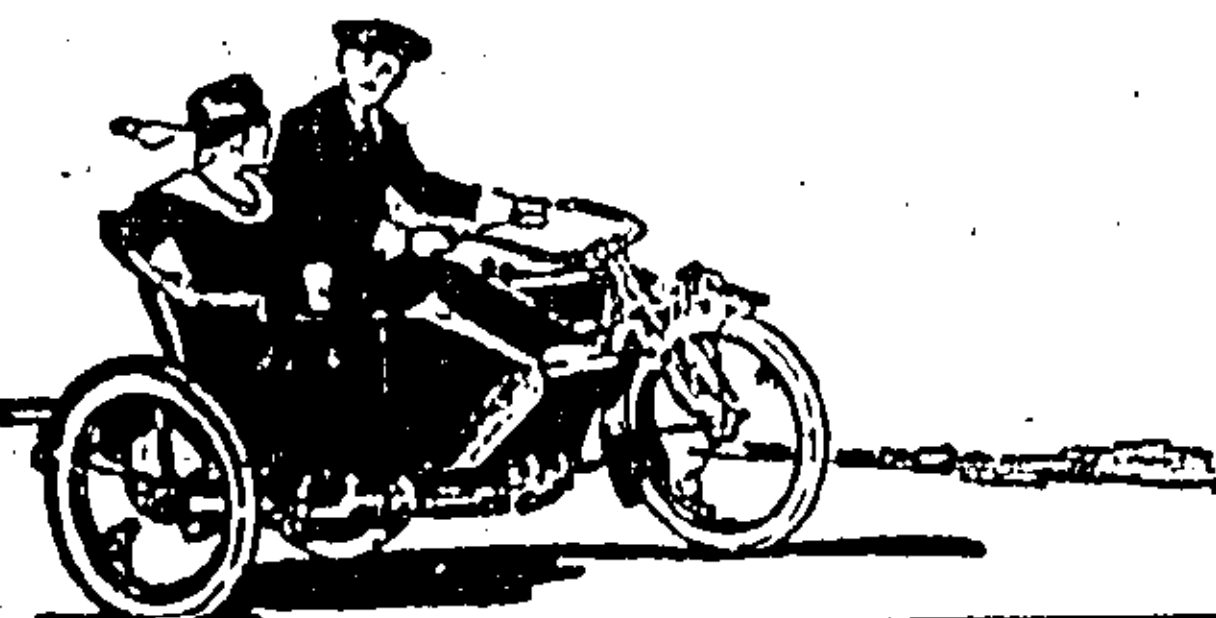
(Continued on Page 1.)

MOTORIZING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

FRIDAY, 23rd. January, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Although from time to time, the attention of the authorities has been drawn to the unsatisfactory state of the Colony's motor ambulance service, the months continue to quietly slip by without any sign of improvement. Official apathy in such a matter as this is to be regretted, there being no excuse whatever for the non-provision of modern first-aid equipment.

Without the slightest doubt, many accidents occur where the injured are compelled to suffer unnecessary pain whilst awaiting the arrival of one of the cumbersome lorry-ambulances, when the provision of light cars, suitably equipped and staffed, would save suffering, and possibly, life itself.

Then there is also the question of economy. Few motorists have not seen the existing vehicles in the vicinity of villages out in the New Territories, or on the other side of the Island, bringing in a casualty or case of sickness. Surely a smaller ambulance would prove more efficient and economical. It would appear that when the present system was established, those responsible for its inception were thinking only of fire or house collapses, where, on account of the crowded nature of most districts, several hospital cases might be expected. If that can be used as an excuse, there is no reason why such a mistake should not be admitted and immediately remedied.

England's most famous moderate priced cars, the "Morris Cowley" and the "Morris Oxford" will in future be represented in Hongkong by the Motor Department of the Hongkong

Hotel. Elsewhere in this issue, we give an interesting note on the progress made during the few years this factory has been in operation. The makers claim that there are at the present time more of their cars on the roads at Home than of any other make of machine, including Ford's. Such a claim, if correct, and we have every reason to believe that it is, speaks volumes for the excellence of the "Morris" products, and is a tribute to the British motoring industry.

We understand that the "Morris Cowley" 2 seater will sell at approximately \$1,900, the 4 seater at \$2,000, while the "Morris Oxford," equipped with balloon tyres and four wheel brakes will be priced in the region of \$3,000.

One of the latter cars recently made a non-stop engine run, under R.A.C. observation, from Land's End to John o' Groats, achieving the distinction of being the first and only car to complete this severe test.

With the growing need for rapid commercial transport in the Colony, the special business motor vans built by the well known firm of Dodge Brothers, should prove of great assistance to local merchants whose business calls for the constant moving of merchandise. Although it will take some time before modern methods supersede the laborious system of coolies hauling trucks, enterprising business men will not be slow to recognize the saving of time by employing modern transport facilities. The pilferage question is also solved to a large extent by using lock-up motor vehicles.

MOTOR TRANSPORT. ITS DEVELOPMENT AT HOME.

A coming-of-age banquet of the Commercial Motor Users' Association (Incorporated) was held at the Savoy Hotel in London recently.

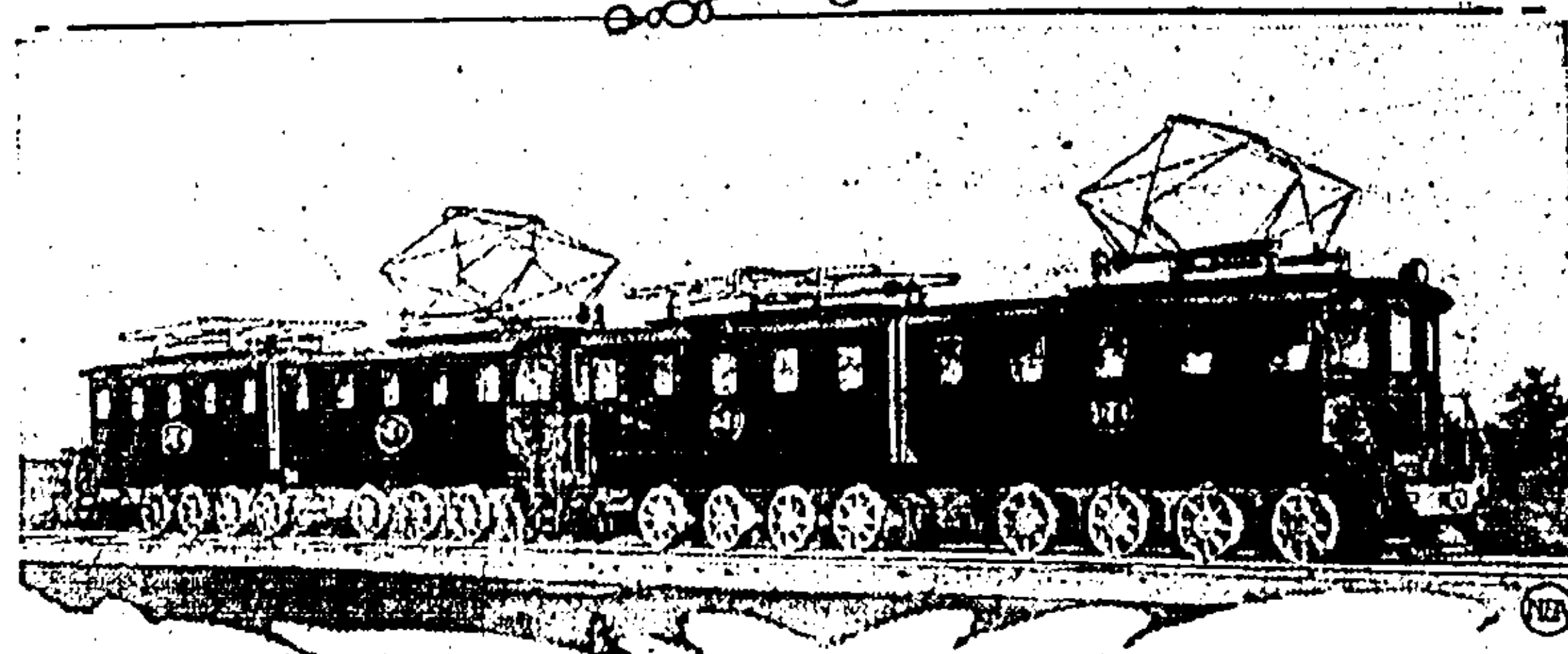
Sir William Joynton-Hicks, M.P., who was one of the principal speakers, said it was 21 years ago to that very day that their chairman read a very remarkable paper before the Royal Automobile Club, the outcome of which was the formation of the association. Twenty-one years ago there were some 20 petrol lorries and 1,000 steam vehicles in this country. Not one of the original committee would have dared to have prophesied that within 21 years there would be 203,156 commercial vehicles licensed in this country, of which approximately 30,000 were steam vehicles, 20,000 electric, and the rest petrol vehicles. Those were remarkable figures. There were 94,153 motor hackney vehicles licensed and over 3,000 motor tractors and road locomotives. There were today upwards of 300,000 mechanically-propelled vehicles in this country used for commercial purposes alone.

The effect of the work of the pioneers of that association upon the trade and commerce of the country was remarkable. During the past 21 years the association

had done a good deal of work in fashioning the law. If in the last 20 years that great organization had not appeared before the various committees they might still have had a man with a red or yellow flag walking in front of motor vehicles. To-day they were almost chartered liberties of the streets.

In spite of what had been done during the past 20 years in the road position of this country, there was a very great need for further improvement. Speaking as one who was not a member of any Government and with complete freedom, he could not help feeling that the increase of taxation from £2,000,000 to £6,000,000 a year was one which called for a little mild agitation on their part. The Road Fund had been of incalculable assistance to the last two Governments in regard to dealing with unemployment. The country needed improved roads, and must have them, and he was convinced that the 20th century was going to be a century of road traffic. He was bound to confess that the roads of England to-day were not properly adapted, and were not wide enough or straight enough for the road traffic of the next few years. They wanted to make transport cheaper, quicker, and more effective in order that it should be the great handmaid of the trade of this country, and contribute to its increasing prosperity.

HERE'S HENRY'S LATEST.



Henry Ford, always up to something new, is building the largest and most powerful electric locomotive in the world to haul freight on his D. T. & I. Railroad. The super-engine, which is under construction at his Highland Park plant, will weigh 340 tons and will have sixteen 250 horse-power motors. It will be capable of hauling a train of 150 loaded cars.

THE UP-TO-DATE ENFIELD.

MANUFACTURER'S PROGRAMME.

The Royal Enfield programme for 1925 has been made more comprehensive by the introduction of two types of 2 1/4 h.p. machines, thus catering for every class of motor cyclist. The world-wide popularity of the 2 1/4 h.p. Two-Stroke and 8 h.p. Sidecar Combination machines, and their reputation for distinctive appearance and unfailing reliability, place them in a unique position in the motor cycle world.

Foot-operated control for the gears on the 2 1/4 h.p. machines has now been adopted. This is a distinct improvement, as it is now unnecessary to remove either hand from the handlebar when changing gear. An Open Frame model of 2 1/4 h.p. is introduced, suitable for the lady or gentleman who wishes to use a motor cycle for shopping, riding to golf, etc., without having to wear special clothing.

Entirely new 2 1/4 h.p. machines have been thoroughly tested and are entirely satisfactory. Both side valve and O.H.V. models are capable of high average speeds. Mechanical lubrication is common to both types of engine.

Detail improvements only have been carried out in the 8 h.p. motor cycle, but the Sidecar fitted to Model 180 is a new one of pleasing design. The De Luxe Model 190 includes Lucas "Magdyno" Lighting Set, Lamps, Horn, and large roomy Sidecar with Windscreen.

The prices of Royal Enfield motor cycles are as low as is consistent with the retention of that high quality for which they are justly famous. The Dragon Motor Car Company are the local agents.

NEW SPEED RECORD.

STUDEBAKER BIG SIX IN SOUTH AFRICA.

JOHANNESBURG (Special).—Despite extremely adverse road conditions, a new automobile speed record was established on November 27th, last between Capetown and Johannesburg, South Africa. The distance of 979 miles between the two points was covered in 31 hours, actual running time. The previous record was 38 hours, 18 minutes or 6 hours and 50 minutes more than the new record. The car—a Studebaker Big Six—was driven the entire distance by Mr. A. Vanrooyen. The engine was not shut off once between the two cities.

AMERICAN MOTOR CAR NOTES.

U.S. MANUFACTURERS AT OLYMPIA.

DEMAND FOR HIGH SPEED CARS.

The following cars were displayed at the Eighteenth International Motor Exhibition organized by the Society of Motor Manufacturers and Traders, Ltd., in connection with the Royal Automobile Club and held in October at the famous Olympia in London:

Buick, Chrysler, Cadillac, Chevrolet, Dodge, Durant, Essex, Fiat, Hudson, Hupmobile, Marmon, Maxwell, Moon, Oakland, Oldsmobile, Overland, Packard, Paige-Jewett (the name of one car in England), Reo, Rollin, Studebaker and Willys-Knight.

Fifteen custom body builders were entered as exhibitors at the twentieth annual Automobile Salon held recently in New York. Included among the motor cars exhibited were the Cunningham, Duesenberg, Excelsior, Isotta Fraschini, Maybach, Mercedes, Minerva, Renault, Rolls-Royce and Voisin. The Maybach chassis came from the shops which designed the American war-prize dirigible, Z-R-3.

During the month of August, 1924, the owners of motor cars in America, together with other users of gasoline, consumed 819,467,892 gallons. This is an increase of nearly thirty million gallons over July. The gasoline production for the month was 755,779,688 gallons.

A study of the cars displayed at the London and Paris motor car shows by American manufacturers again demonstrated that traffic conditions and the demands of existing street and highway conditions, are having more and more of an influence upon motor car construction and design. To illustrate:

The public is today demanding a car capable of going at least 70 miles an hour so that hills may be made without the shifting of gears and to provide quick acceleration. It is being demonstrated daily that the fast, easy-to-handle, flexible car is the one which expedites the handling of street traffic.

The public is demanding cars which can stop quickly, ride comfortably, can be operated economically and easily and are flexible. No longer will a motor-wise public in the great cities of the world tolerate cars which take up most of the street in turning around.

The cars which are being sold in America to-day are the cars which meet these requirements and the same companies are the ones doing the most export business.

In England and on the continent of Europe open cars are the most popular and it is common to ride with tops down. In America the whole tendency is toward closed cars. Within five years seventy per cent. of the production of motor cars in America will be closed cars.

In lands foreign to the American complaint is made that the side curtains on American cars are faulty. The answer is that in America side curtains are little used. Complaint is made to that too; kits should be improved. In American cities and towns garages are handy so that motor tool, kits are not used like they are abroad.

The American who goes to England for first time is surprised to find petrol tanks attached to the running boards of motor cars. These of course are for emergency purposes. They are not to be seen in America because there is a filling station almost on every corner.

NEW MOTOR FUEL PASSES TEST.

COSTING TENTH GASOLINE.

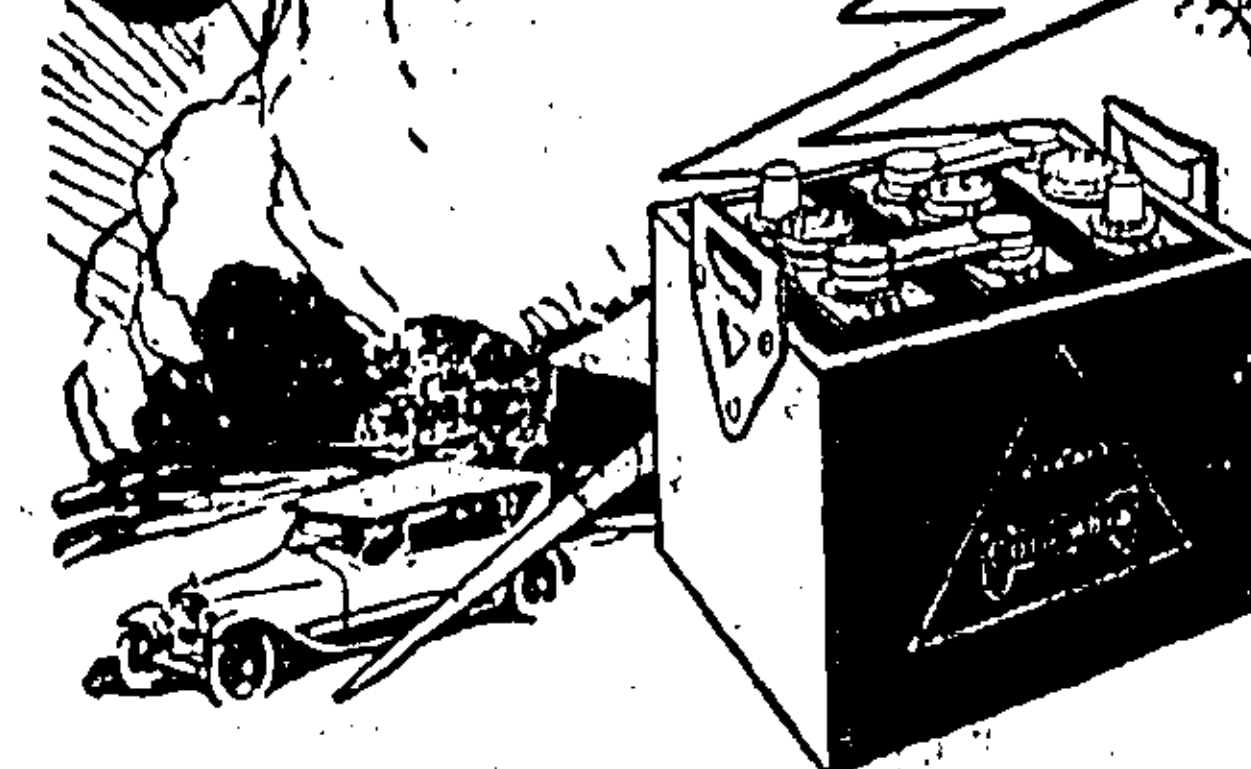
Paris, Dec. 10.—Exhaustive tests by the artillery laboratories at Vincennes are said to have justified fully the claims made for a new motor fuel extracted from debenzolized coal tar by a process invented by M. Makhonine, a Russian engineer.

When used in heavy trucks and tractors, according to *Le Matin* it developed much greater power than gasoline and gave slightly higher mileage to the gallon. Its cost is said to be but one-tenth that of gasoline. Further experiments are to be made with forty trucks which will cover between 2000 and 3000 miles each. Experts here are withholding judgment, although inclined to be skeptical of the merits claimed for the fuel.

SAFETY EPICURAM.

A safety slogan seen on a state highway—"Our roads are wide and smooth while some motorists are narrow and rough."

Columbia



Storage Batteries

YOU want a storage battery of reputation, a battery that has proved its worth for years in every country in the world. That is the Columbia.

Columbia Batteries are made by the world's oldest manufacturer of electric batteries. They are made the best a battery can be made.

Columbia Storage Batteries are your guarantee of motoring satisfaction—of quick starts and bright lights.

Your next battery should be a Columbia.

The Dragon Motor Car Co. Ltd.

Telephone Central 1246 or 1247.

A. J. Allison, Service Manager.

Columbia Storage Batteries

PR5212572

SHELL for reliability and reserve power



EVEN with a faultless ignition, the modern high-compression engine pinks—on acceleration—when driven by an inferior spirit.

Shell Motor Spirit

Owing to its high percentage of aromatic hydrocarbons eliminates that slight knocking sound termed "pinking."

SAFETY EPICURAM. A safety slogan seen on a state highway—"Our roads are wide and smooth while some motorists are narrow and rough."

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.



MATCHLESS QUALITY AT MODERATE PRICE.

This is the reason for the universal demand for Firestone Cord Tyres.

They are scientifically right in every detail—from the many plies of gumdipped cords which form the strong, pliant body, to the enduring, road-gripping tread.

They satisfy the buyer who wants technical reasons for mileage and are equally logical equipment for him who requires only that his tyres bear public endorsement and an enviable name.

MOST MILES PER DOLLAR

Firestone

THE DRAGON MOTOR CAR CO. LTD.

33 Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.

DRAGON MOTOR LIVERY SERVICE.

C. F. PAU, PROPRIETOR.

24, Des Vaux Road, (Hongkong)..... Central 482.

THE DURO MOTOR COMPANY.

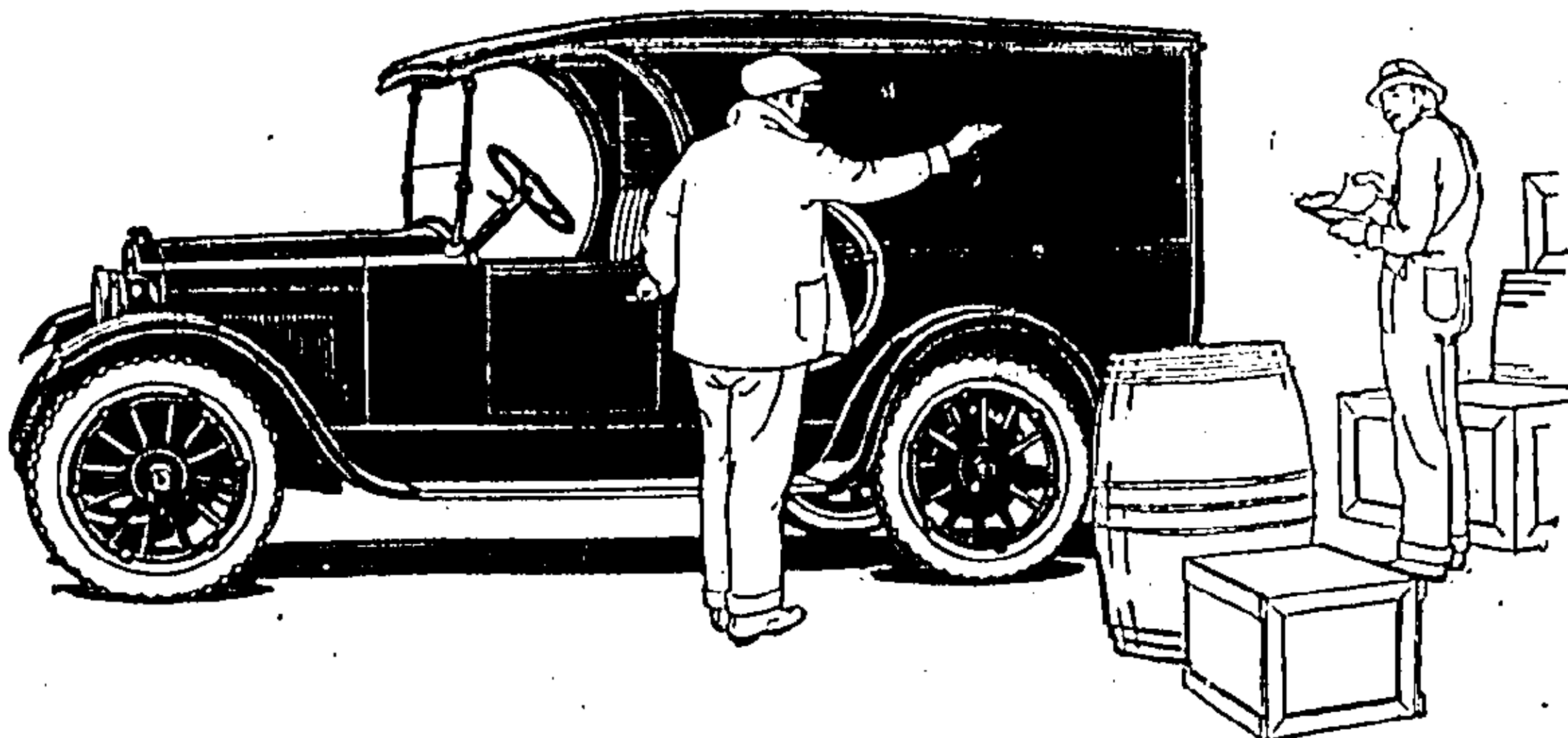
Nathan Road, (Kowloon)..... Kowloon 226.

[A full range of Motor Car and Motor Cycle Tyres & Tubes carried at each of the above addresses.]

DODGE BROTHERS COMMERCIAL CAR

The sale of over 18,000 of these cars in a single year is eloquent testimony to its standing among those it serves.

For it is the commendation of owners—plus public faith in Dodge Brothers products in general—which accounts for a record without parallel in the history of commercial transportation.



The Dragon Motor Car Co., Ltd.

Telephone, Central 1246 or 1247

33, Wong Nei Chung Road, - - - - - Happy Valley.

THE CONQUEST OF THE AIR.

A MONTHLY RECORD OF PROGRESS.

(Special Article to the Hongkong Telegraph.)

ENGLAND-INDIA-AUSTRALIA AIR LINERS.

A number of firms have accepted the invitation of the British Air Ministry for tenders for three-engined machines to be built for the grand trunk air lines from England to India and Australia. The specification states that the machines are to be driven by three Napier engines and must each carry twenty-six passengers and two pilots with a top speed of over 100 miles an hour. So far the most promising design is the Avro, which has been designed by A. V. Roe and Company, and it is probable that work will be started on such a machine very shortly and that it will be operated by Imperial Airways Ltd. as soon as completed.

It will be remembered that an Avro air liner, driven by a 650 h.p. Rolls-Royce and built to carry twelve is already being constructed for Imperial Airways Ltd. and this machine which, at the beginning of December, was nearing completion will be seen on the service early in 1925. The great feature which Avro's are introducing into their new air liners is increased comfort. It has long been realised that the ordinary wicker chair with which air liners are at present fitted is all very well for short journeys of three or four hours duration, but when eight or ten hours is to be flown at a stretch much greater comfort will be required and the new machines will have big roomy armchairs and probably little tables for card playing will be fitted.

ALL-METAL AIR-SCREWS

The Supermarine Aviation Works Ltd., are carrying out some very important tests with all-metal air-screws. The first of this type was tested on the light aeroplane which they built for the Lympne Competitions. It was found that with the speed of engine revolutions reduced by 750 per minute the speed of the machine was increased by 7 or 8 miles an hour. It is probable that a screw of this type will be tested on the new Supermarine racer which it is hoped will go to America during 1925 for the Schneider Cup Race. This machine is a small flying boat of somewhat unusual design, driven by a 650 h.p. Rolls-Royce "Condor III." On its tests flights it will be flown by Mr. H. C. Biard who won the Schneider Cup in 1922.

FINE PERFORMANCE OF NEW FIGHTING SCOUT.

The Aircraft Disposal Company Ltd., which some time ago took over the rights of the famous Martinsyde firm, have just produced a new machine on Martinsyde lines. Towards the end of the War the Martinsyde F.4, was produced, which had a far better performance than any of its contemporary machines. Recently Mr. John Kenworthy, chief designer to the Aircraft Disposal Company, took the design in hand and has fitted the plane with a 80 h.p. "Jaguar" engine. The result is that the top speed of the machine with full war load has been brought up to 160 miles an hour and the climb to 10,000 feet occupies under five minutes. There is no single-seater fighting scout in use in Great Britain at the moment that can exceed this performance. Mr. Kenworthy is well known as having some five years ago designed the Whippet, which was the first real light aeroplane ever to be built. Only half-a-dozen of these machines were built, but the majority of them are still flying well after five years service.

SUCCESSFUL AERIAL "TAXIS"

The de Havilland Aircraft Company are now getting a number of orders for their D.H. 50 air taxi machine. A machine of this type recently made a complete circuit of Australia, carrying Colonel Brine-mead, and during the whole of this flight no trouble whatever was experienced. Some of these machines are to be used in Australia for air line work and one of a similar type has just been ordered by Czechoslovakia. Imperial Airways Ltd. have been using a D.H. 50 with great success on the Continental route since May. This particular machine is fitted with the de Havilland patent automatic flap gear, which enables the machine to land in and take off from a much smaller space than is otherwise required. At the same time, the landing and taking off speed has thereby been very much reduced.

IMPROVED R.A.F. SQUADRON EQUIPMENT.

Fighting scouts of the latest type are now finding their way to the various R.A.F. squadrons and are gradually replacing the wartime machines with which the Air Force has been too long equipped. A very successful fighter is the Parnall Plover, built by George Parnall & Company, of Bristol, and designed by Mr. Harold Bolas, who designed the Pixie light aeroplanes which did so well at Lympne in the Light Aeroplane Competitions both this year and last year. The Plover is produced either as a land machine, a float seaplane, or an amphibian.

No. 25 Squadron of Hawking, Folkestone, which is one of the defence squadrons permanently stationed in England is now getting Gloucestershire Grebes instead of the Snipe which they have had over since the War. The Grebe, which is a single-seater fighter driven by a 380 h.p. "Jaguar" radial engine, has been designed by Mr. H. P. Folland, chief designer of the Gloucestershire Aircraft Company, who sprang into fame three or four years ago with the great speed racer, the Bamol, which, equipped with a 450 h.p. Napier engine, won the Aerial Derby three times in succession. No. 25 Squadron are at present the holders of the Air League Challenge Cup, which they won this year at Lympne. They are one of the most famous squadrons in the Air Force and now that they have new machines they are likely to increase the very big reputation which they already hold.

One hears that the Hawker Woodcock is to go into production shortly to equip a squadron. The Woodcock is driven by a Bristol "Jupiter" engine and is exceedingly nice to fly. As it is still partially on the secret list, no performance figures are available. The Hawker Company is also engaged on a large amount of experimental work and has at least three machines in course of production which are likely to create big sensations when they are produced. They expect to have these three secret machines flying at the Royal Air Force Pageant next year. Their designer, Mr. Carter, is one of the most promising designers in the world. He is quite a young man, but before he is very much older it is probable that he will become very well-known and will be recognised as one of the foremost British designers.

NEW LONG-DISTANCE SEAPLANE.

A new seaplane, capable of travelling 2,000 miles without a stop, will have been tested by the time these notes appear. It has been built by the Fairey Aviation Company and is driven by a Rolls-Royce engine of 600 h.p. It was originally designed for a flight round the World, in which the pilot was to have been Mr. R. H. McIntosh, one of the pilots of Imperial Airways. It is an enormous twin float seaplane, each float of which is as large as a good-sized motor boat. There is a cockpit for two pilots in the front, and behind that there is a wireless cabin. Furthermore, again in a large cabin for the crew. There is sufficient petrol carried in the floats to do a non-stop flight under favourable conditions of 1,500 miles, and under the fuselage there is extra tankage to be used in emergency, which will give the machine a further 500 miles range of action. The tests will be carried out by Captain Norman Macmillan, who was the first pilot to attempt to fly round the World.

AERO ENGINE BURNING HEAVY OIL.

William Beardmore & Co., Ltd. are getting very satisfactory results out of their new aero engines. One of them has been designed to burn heavy oil instead of petrol, and far-reaching results are expected. The first of the type will probably be installed in the de Havilland 27 bomber, in which it will be given exhaustive tests in the air.

CUBIC CAPACITY TAX.

In place of a tax on horsepower the British government is considering a plan to tax automobiles on the cubic capacity of their engines. Taxes on American cars generally would be reduced by this system.

Comparison IS Confirmation

WHEN you are choosing a car, comparison alone will indicate what is best value and what best suits your needs. Typical of AUSTIN excellence and value and offering the cheapest travel in the world is



Ask yourself what other car at the same price gives you the same performance and equipment.

Has it—

4-cylinder Engine
Water-cooled Pump Lubrication
4-wheel Brakes
Shock Absorbers Electric Horn
A Door for the Driver
Adjustable Seats
Grease Gun system

ASK AN AUSTIN OWNER

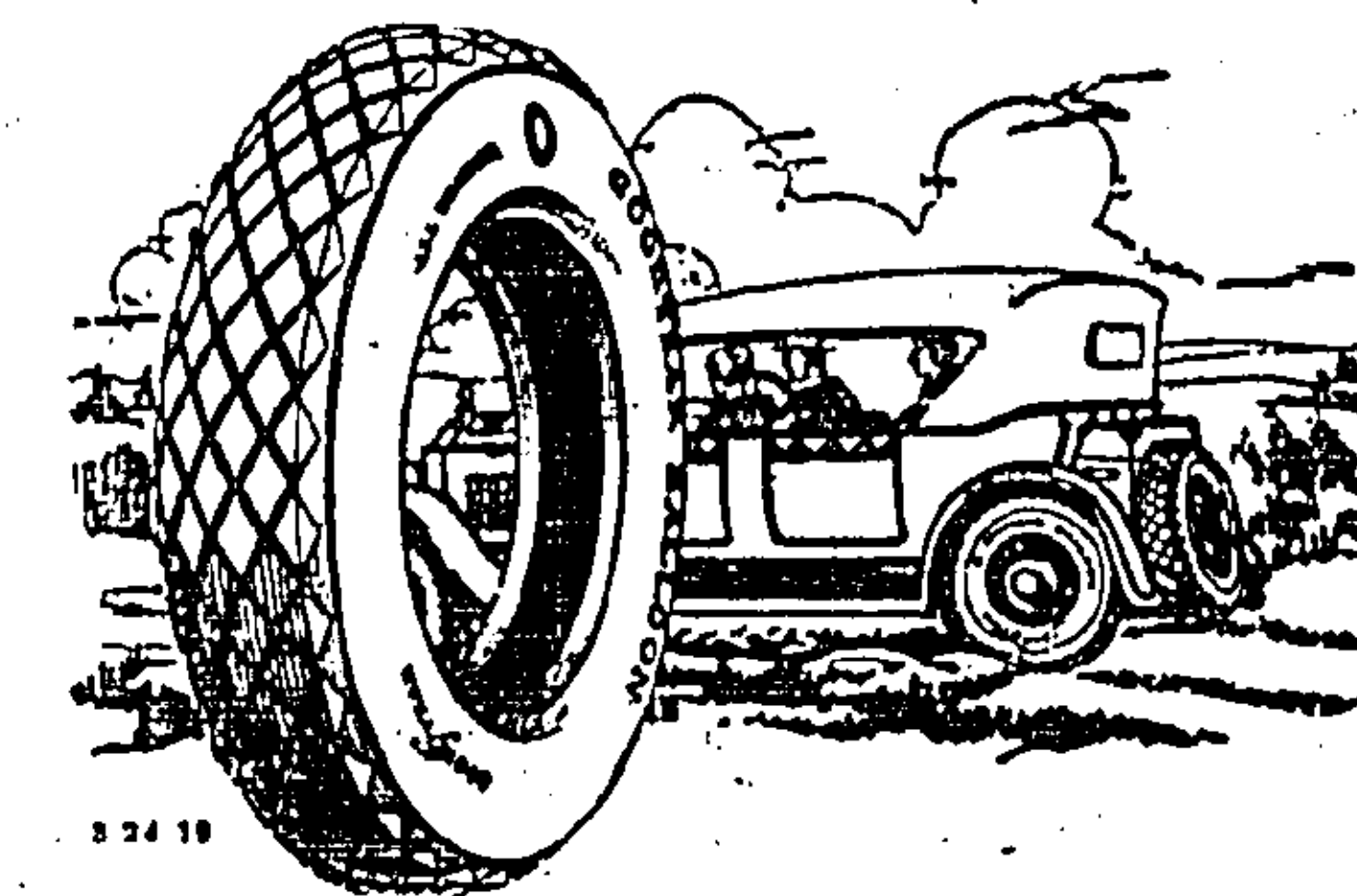
Standard Model ... £155.0.0

Sports Model ... £170.0.0

Chassis ... £120.0.0

Alex Ross & Co., (China) Ltd.

Bank of China Building Queen's Road,
Tel. C.27 or 2487. Hongkong.



Elastic and Strong Goodyear Balloon Tyres

Balloon Tyres are superior because they practically eliminate jars and jolts to you and your car.

But they are hard to build because they are large, have thin sidewalls, and are not inflated to such a high pressure. This means they are constantly bending and flexing, and this action breaks down the body of the tyre.

But in Goodyear Balloon tyres this problem of construction is solved.

Supertwist Cords is the answer.

This new cord material is finer, tighter woven and will stretch further, and because of its wonderful elasticity, Goodyear Balloon tyres are made practical.

Supertwist is found only in Goodyear Balloon tyres—either to fit the new small-diameter wheels or without change—the wheels now on most cars.

Goodyear Means Good Wear

GOODYEAR
BALLOON TYRES
MADE IN CANADA
DISTRIBUTORS

ALEX. ROSS & CO. (CHINA) LTD.

BANK OF CHINA BUILDING, HONGKONG.

THREE TRAFFIC TRICKS.
The advantage in a position a few feet behind the line when being halted for cross traffic is that you can start to move while the traffic officer is getting ready to turn the sign and thus get away quicker than the man who, because he stops right up at the line, has to wait until the officer actually completes the "go" directions.

What makes of cars have quick getaway? There's the ones to stop behind in traffic if conditions are such that you have a choice of position behind the leaders.
If the lighting switch is conveniently located you can switch on the tail light when applying the brakes suddenly should the stop signal be out of commission when you are in traffic.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, FRIDAY, 23rd. JANUARY, 1925.

THE PHOTO-RADIOGRAM.

Facts About A Remarkable Invention.

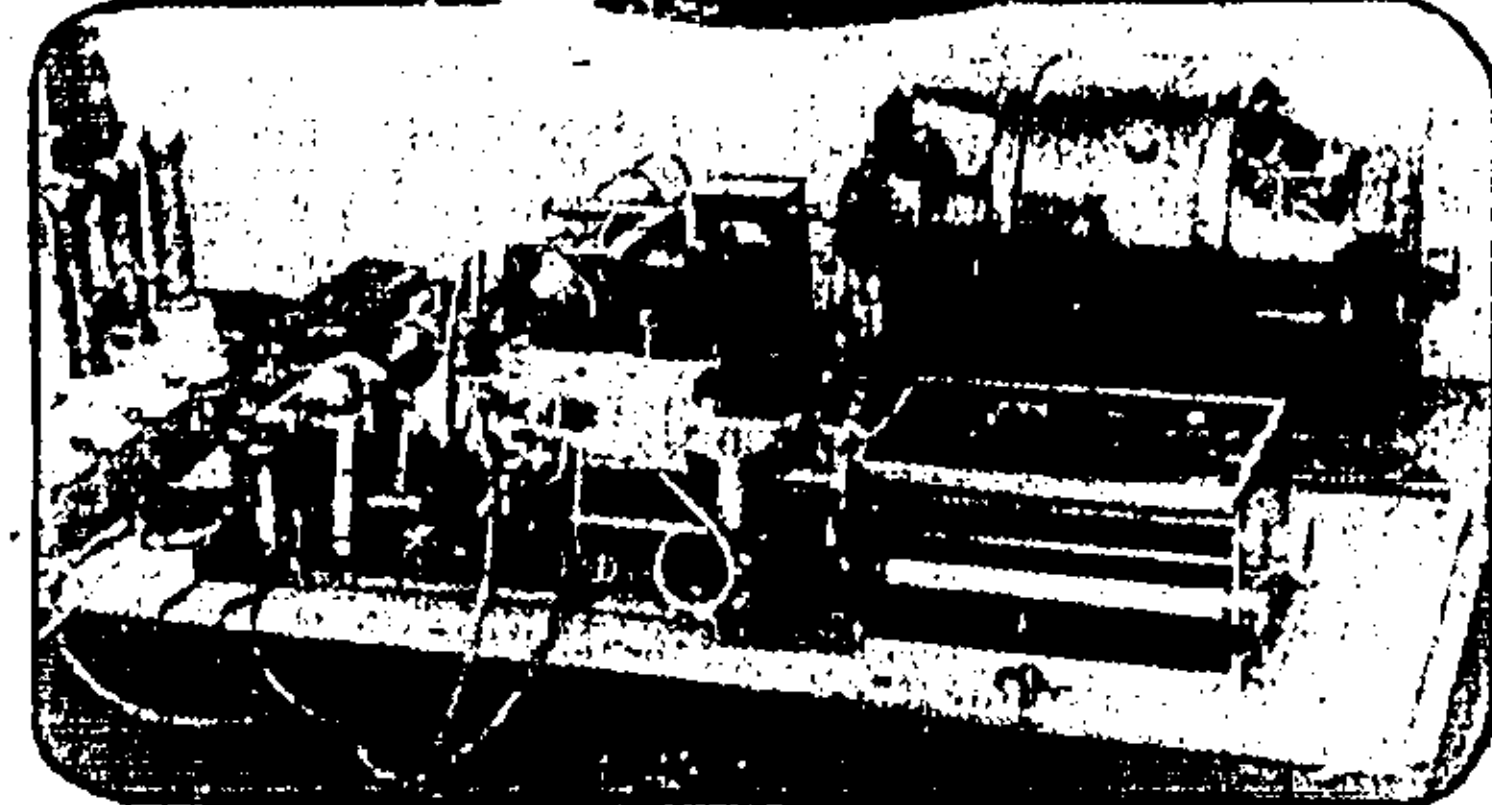
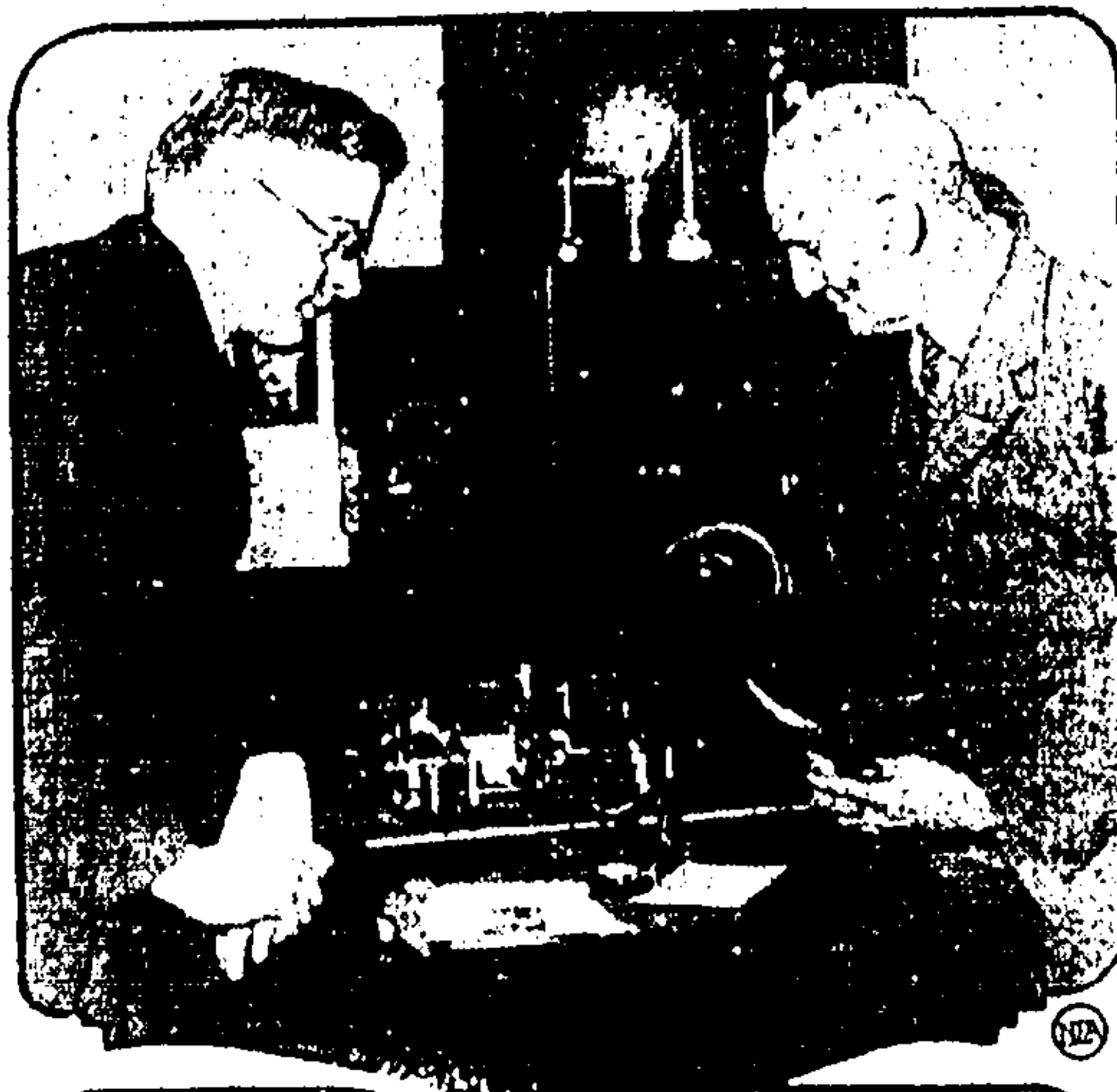


New York, Dec. 30. — Within 24 hours after the first successful wireless transmission of pictures across the Atlantic, a Fifth avenue customer was seeking exclusive rights to transmit photographs of the latest Parisian modes.

And there's no doubt or joke about the possibilities of the new "photo-radiogram" for sending important documents across wide spaces and obtaining important signatures quickly. It can be done with absolute accuracy and safety. News pictures can be flashed around the world in time for first editions.

In fact, it is a scientific possibility to build a radio telephone which permits the parties to see one another.

"Possibility" is the big word in this latter idyllic picture, emphasizes Maj. Gen. J. G. Harbord, president of the Radio Corporation of America, in whose laboratories the "photo-radiogram" was developed. The seeing telephone hasn't been built yet, and it may never become commercially



Getting pictures out of the air! Above, Captain R. H. Ranger, inventor, and Maj. Gen. James G. Harbord, president of the Radio Corporation, in New York watching the radio picture machine receive a photograph from London. Below, the motor which turns the revolving cylinder and other parts of the instrument. Left the Prince of Wales, right, Stanley Baldwin, as transmitted. Each picture requires 15 or 20 minutes.



practical. But principles now known make it possible.

"The radio transmission of pictures probably is the greatest development of wireless in many years," General Harbord says.

"The transmission of pictures from Europe by wireless is an achievement which speaks for itself. But consider some of the refinements of the device.

"It is absolutely secret. Outsiders cannot tune in. The rate of sending can be regulated to an accuracy of one point in a hundred thousand. Unless the exact rate is known, anyone receiving the impulses will get only a blur. Furthermore it is possible to code it, so that translation is necessary to get a picture.

"It is subject to far less interference from static than sound transmission. It is comparatively cheap. And it still is in the infancy of its development."

The invention is the work of Captain R. H. Ranger, engineer for the Radio Corporation, assisted

by Alfred Koenig, Donald G. Ward, Karl MacIlvalne and William Paley.

Nearly two years ago they started, just after Owen D. Young, chairman of the board of the General Electric Company, had said lightly at a banquet that he wished to see an operator just press a button, "and, zip! the first page of the London Times will be reproduced in New York."

By July, 1923, the engineers had succeeded in sending a picture of General Harbord by wireless. That picture is a treasure of the laboratory, a tangle of bluish lines, dim but recognizable, printed through the air slowly and painfully. Later they discarded the system of that transmission and developed another.

"It is an old quest, this electrical transmission of pictures," says Captain Ranger, red-headed young engineer who came up through the Massachusetts Tech and the army signal corps.

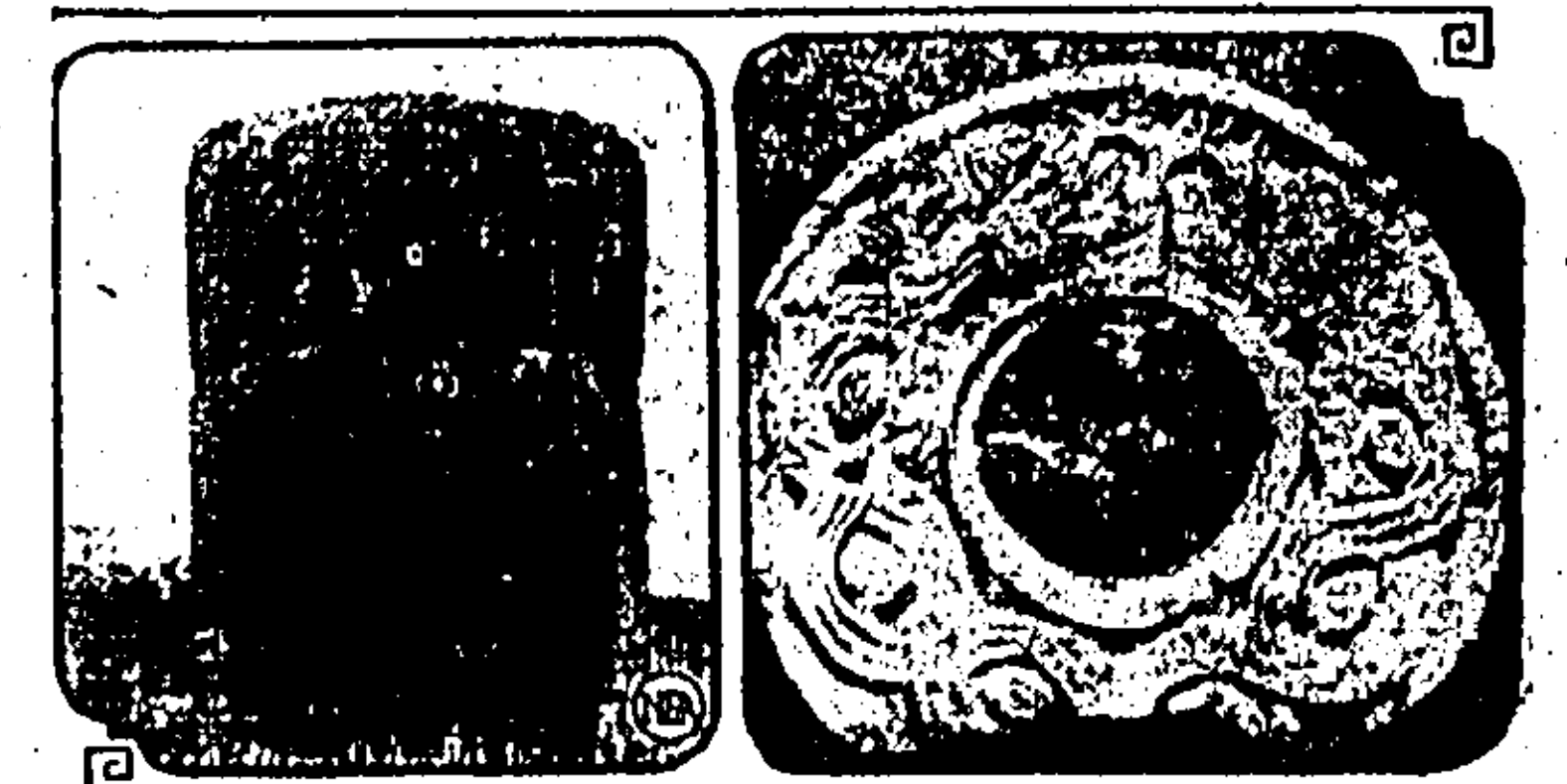
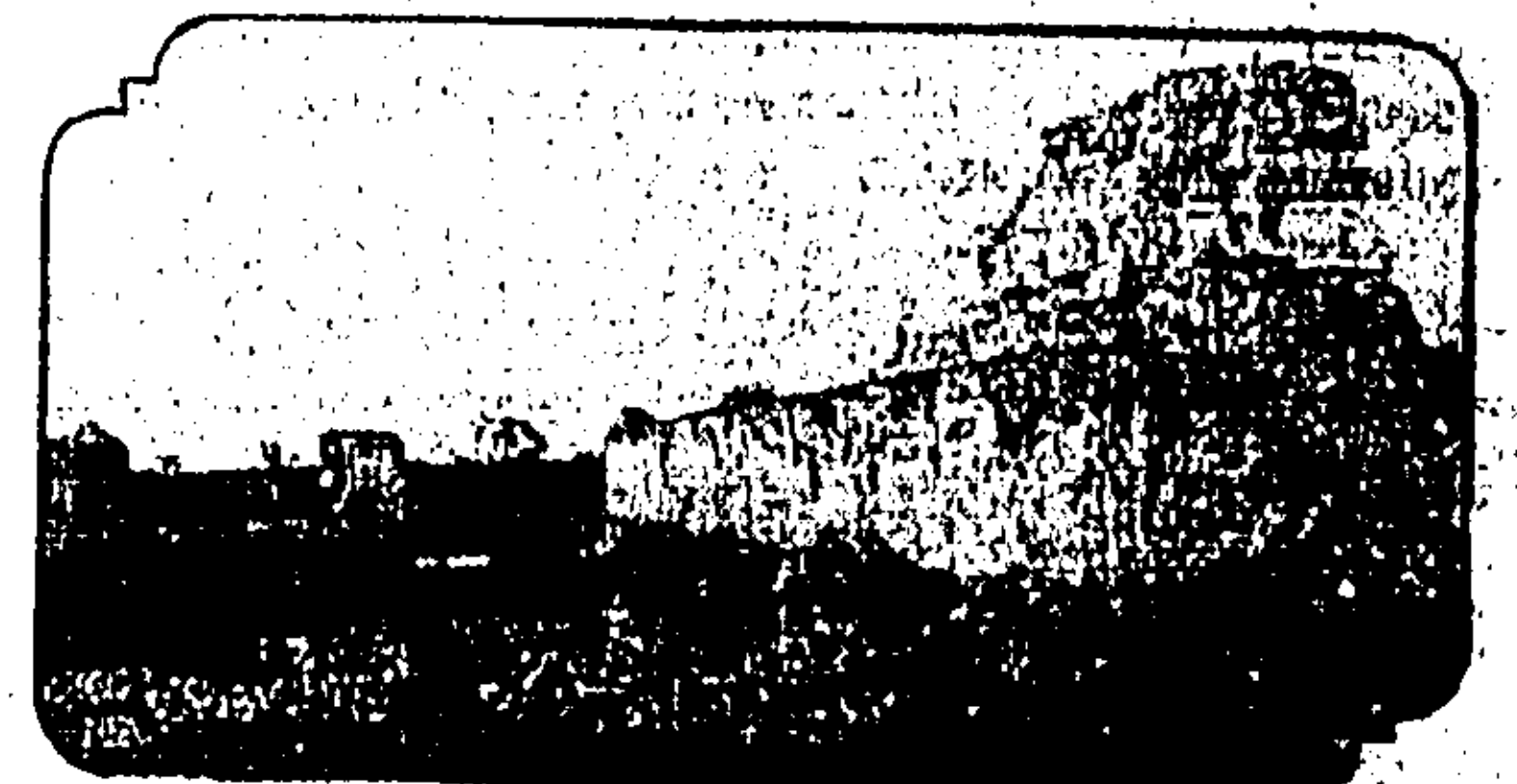
"An Englishman by the name of Bain worked on it about 1842, and his principle was absolutely correct. But he was handicapped by the lack of instruments. We started from the ground up, with only the general basis of radio sound transmission.

"The picture is sent from a revolving cylinder and printed on another which revolves at exactly the same speed. To synchronize the sending and receiving cylinders was as hard a problem as any in the entire invention.

"In sending, light shines through the picture, one tiny point at a time. Its intensity is regulated by the lights and darks of the picture. This light strikes a tube much resembling an ordinary radio tube, lined with potassium. It is known that when such a tube is lighted, current passes through it more easily than when it is in darkness. Therefore, the varying degrees of light shining through the picture onto the tube regulate the strength of electric impulses flowing through the tube."

ANCIENT BASEBALL.

Some Interesting Facts.



Above you see the ruins of the court where an early form of baseball was played in Chichen-Itza. Below a huge column of the stadium and the stone ring through which the ball had to pass before a game was won.

Chichen-Itza, Yucatan, Dec. 30. — Baseball has an archeological shrine in the ruined city of Chichen-Itza.

With the restoration of the oldest ballcourt on the American continent, the national sport may now trace its lineage back to the ancient Maya civilization.

The symposium, known as the "Polo Game," is regarded as the most impressive structure in the ruins. Its court, nearly 500 feet long and 120 feet wide, is flanked by two immense limestone walls.

On an elevation at the northern end, stands the ruins of a small temple, where the players offered religious sacrifices to the idol of Chichen-Itza.

According to a quaint description, the game was called "Tlachtli," resembled tennis, and was played with balls made of the gum of a tree that grows in hot countries. The players struck at the ball with any part of the body, but the most dexterous touched it only with the hip.

By ancient custom and the law among gamblers, the player winning the game had a right to all the cloaks of the on-lookers.

for HOME LOVERS



UPHOLSTERY

LANE, CRAWFORD upholstered furniture not only lives up to its name in luxuriousness and artistic appearance but it has a distinctive charm which can only come from a careful attention to detail —

A thorough knowledge of the construction enables us to offer the maximum quality at the minimum price —

We guarantee all our upholstery to contain the best materials obtainable

Inspection Cordially Invited.

LANE, CRAWFORD, LTD.

FURNISHING DEPARTMENT.

SPORTS PARS.

Interesting World Items.

"Bobby" Cruikshanks, the golfer, is going home from America to take part in the Open Championship at Prestwick.

Major Carlyle, who is reported killed in the mutiny at Khartoum, was a native of Langholm, and played Rugby for that club, for Edinburgh University, Edinburgh Wanderers, and the South of Scotland. He was a fine type of forward, and a finished player.

R. L. Raymond, the Oxford University full back, who comes from Australia, was a brilliant success in the inter-University game. He outshone P. S. Dooty though the latter played quite a good game and did a lot of fearless saving.

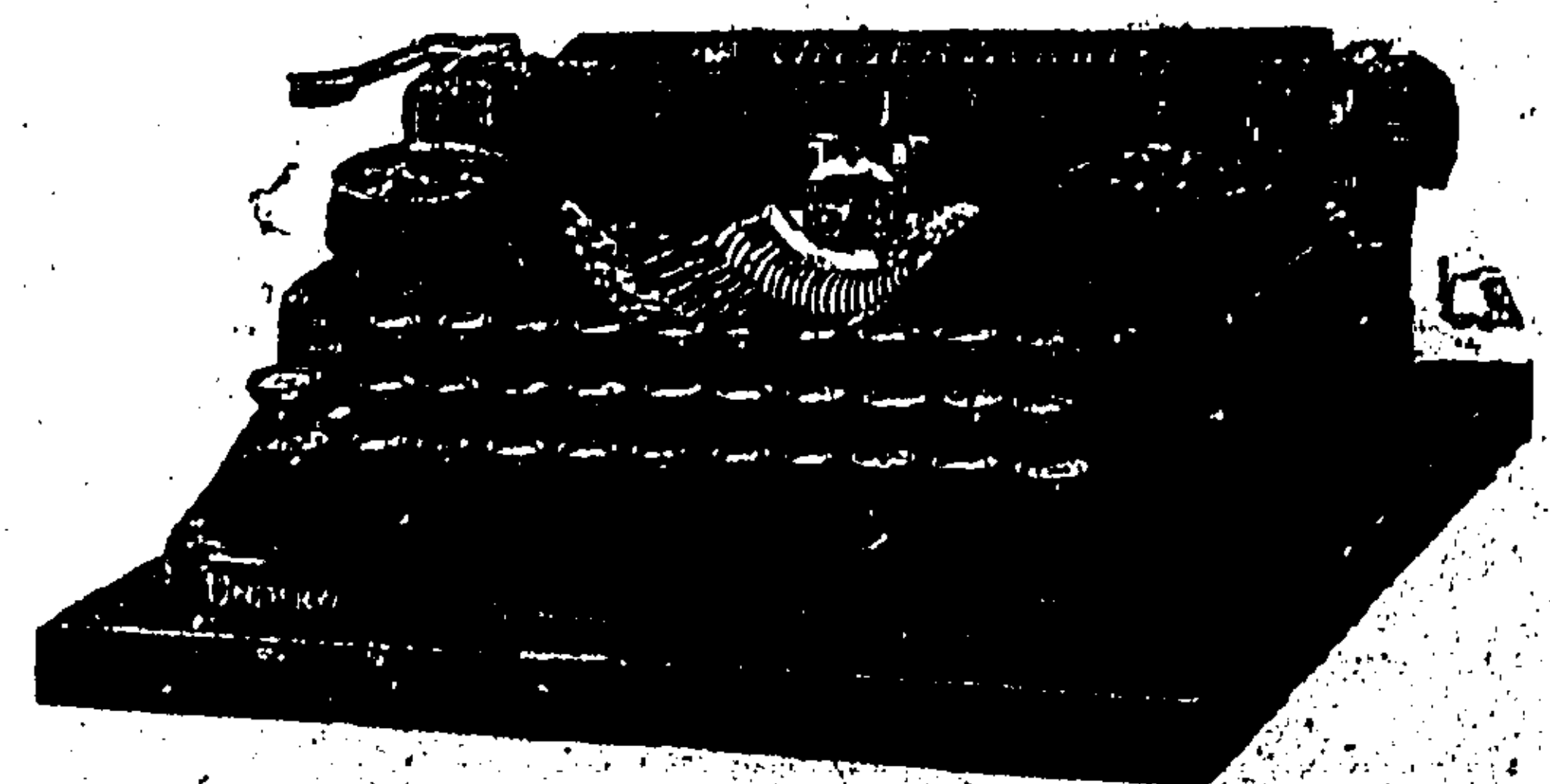
The South African "Soccer" team played in all 22 matches during their tour in Britain and of these they won 13 and lost 9. They scored 73 goals and 44 were recorded against them.

James Paddon is relinquishing the world's sculling championship to W. M'Devitt, on the condition that the latter and Major Goodsell have the first race for the title.

Mr. L. H. Crabb, of the Argyll Club, is particularly proud of their new left winger, S. Black, captured from Kirkintilloch Rob Roy. Last year he was playing in the Glasgow Junior League. He has shown exceptional promise for a youth of 18 and forms an excellent partner to the hard-working Leslie — the coloured ex-Barking player. This left wing has much to do with keeping Plymouth afloat. Already Leslie has scored five goals and Black three in three Division Southern

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A JUDGE OF JEWELS.

Known throughout Europe as a judge of precious stones, Anne Szaphira, a Jewess, has died at Boston (U.S.A.). She spoke French, German, Spanish, Italian, and four other languages and survived her husband forty years. Hatton Garden dealers used to take thousands of pounds worth of jewels to her in Lincolnshire for valuation.

TO MINIMISE COLLISIONS.

Soft-nosed ships are proposed by a British naval architect as a means of minimizing damage in collisions at sea. Big guns are kept from destruction by their recoil through the use of hydraulic buffers to bring them to rest gradually after firing, and it is believed that by the use of a bow of light construction, that would crumple up on collision, the ship could be made to stop or take up the shock at a lengthened rate, with corresponding reduction of harm to the structure.

RADIO NOTES AND NEWS.

Naval Objection To Beam Wireless.

There is reason to believe that the Admiralty in particular is by no means fully convinced that the beam system of wireless will be of any but very restricted military use in time of war, says a Home paper. As has been previously explained in the *Manchester Guardian*, the original claim of secrecy cannot be sustained in view of the extent to which the beam is gradually, so to speak, "played out" until, at the far end of a very long range, reception is possible over an interval of, perhaps, hundreds of miles.

It is now stated that there is a further objection to the "beam" as a means of communication in war-time—namely, the possibility of dissipating it by means of a counter-beam, an operation which, it is said, could be effected by means of a comparatively simple and inexpensive instrument. The point has been openly discussed in Australia in connection with the proposed substitution of a beam for a high-power wireless station, but the authorities in this country are reticent on the subject. It is suggested that the arguments on both sides have yet to be fully developed, and that in any case somewhat elaborate experiments would have to be made before any definite conclusion could be formed.

Certain facts bearing upon the controversy more or less naturally present themselves, one being the fact that beam transmission from ships at sea is entirely out of the question. Even in peacetime the necessary "reflector" would be a serious encumbrance, while in war, of course, they would be quite impossible. Accordingly beam wireless, as far as naval communication is concerned, would be only useful one way, and would, moreover, be useless for the important purpose of broadcasting an identical message to a number of scattered ships.

Further, as fixed transmission stations which an enemy would not have much difficulty in locating would be imperative, it would not be long before the paths of the principal beams were discovered, and, if there is anything in the counter-beam theory, its practical application would be greatly facilitated. Incidentally, the comparatively insignificant power on which beam wireless is operated would render it all the more liable to interference, assuming that the work of jamming or otherwise confusing the beam transmission was being systematically and scientifically carried out. It has been stated that even during the war considerable confusion of enemy wireless operations was occasionally achieved by the application of a sort of super-jamming by means of a combined effort on the part of powerful British naval stations.

Beam wireless probably has a great future before it in the way of economical communication over long ranges for commercial and other peaceful purposes. But it is safe to say that at present no change in the Admiralty system, under which comparatively long waves are radiated and, generally speaking, broadcast, is contemplated.

EMPIRE RADIO DEVELOPMENT.

Sir Robert Donald on Better Organisation.

Sir Robert Donald, speaking at the annual meeting of the Empire Press Union, of which he is Chairman, urged that it was time an Imperial Communications Board was appointed to advise, among other things, on the development of Empire wireless. The late Government, he said, appointed a committee to advise on how an improved business organisation should be set up by the Post Office to ensure the efficient management of State-owned wireless and cable services. That Committee came to an inopportune end with the fall of the late Government, just when it was ready to report, and the Post-Master-General did not intend to advise its reappointment. That did not mean that their work was wasted.

He held very strongly the view that better business organization was necessary to give State wireless a fair chance of success. To merge wireless in general administration of telegraphs and telephones, and place it under the control of officials who had neither expert knowledge nor experience of this highly specialized

business, was to make failure inevitable.

Public opinion in the Dominions did not admire the record of the Post Office in relation to wireless, and a policy which had the appearance of merging wireless in the general administrative machine, as if the British Post Office were dominating the position, would be strongly resented.

The Imperial importance of wireless, continued Sir Robert, should be the factor in settling policy. The erection of super-power stations was determined by strategic considerations. Wireless was the long-distance ear of the Navy, but as things were the British Navy was partially deaf. The Admiralty could not reach, with the wireless at its disposal, a distance of over 3,000 miles. Its communications could not be rolled on to reach the Eastern Mediterranean or the Persian Gulf. Strategic points such as Singapore were out of bounds.

On the other hand, French wireless could communicate with French stations and war ships in the most distant seas. France possessed stations of world range, and had further security by the existence of a super-power station at Saigon. America had also stations of world range, so that the American Navy could never be out of touch with Washington. The first British station of world power was now being erected at Rugby and would be opened early this year. In the meantime machinery would be set up ready to meet this and other wireless developments.

"It is time," he concluded, "that an Imperial Communications Board was appointed, with power to advise on the development of Empire wireless, to keep in touch with the Dominions and to represent all the interests concerned in Empire communication. At present all we can do is to give the new Government a chance to go ahead and give us continuity of policy at the Police Office."

"We are fortunate in having a young and capable Postmaster-General, who has an opportunity of taking big views and making his influence felt, and we are equally fortunate in having our old friend Mr. Amery back again as Chairman of the Imperial Communications Committee."

COVENT GARDEN TO HONGKONG.

"9.30. Covent Garden Opera relayed to Melbourne, Hongkong, Vancouver" is the kind of broadcasting programme we may expect in the near future, if prophecies made by Senator Marconi before the Royal Society of Arts of Dec. 11 come true.

ENGLISH PLAYS IN POLAND.

Translation by Joseph Conrad.

Mr. Bernard Shaw's "Saint Joan" is to be produced shortly at one of the best Warsaw theatres (Teatr Polski), says the *Observer's* Warsaw correspondent. No less than fourteen Shavian plays had been brought out by the Polish theatres in Warsaw, Cracow, Lemberg, and Posen, most of them during recent years. It is worth noting that the Polish stage, which has so long been under the exclusive influence of the French repertoire, is taking more and more interest in English plays. Apart from the classics—Shakespearean plays had been always and are being now performed in Poland with the greatest devotion—a number of modern English playwrights scored a brilliant success all over Poland. The present list contains the names of Sir J. M. Barrie, Arnold Bennett, John Galsworthy, Synge, and Somerset Maugham. The present season has been opened by Shakespeare's "The Winter Tale" and "Henry IV," which still, after four weeks' run, attract full audiences.

Of Polish plays translated recently into English, Mr. Bruno Winawer's satirical comedy, "The Book of Job," should be mentioned; it is a delightful grotesque, full of humour and paradoxical situations. Joseph Conrad, to whom the author had sent the copy of this play, was delighted with it that he made the translation into English, with the intention of having it produced at a London theatre, I understand, by the Stage Society.

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SCALLOPED SHEETS.

Scalloped sheets instead of the more usual hemstitched top are a pretty conceit for the woman who enjoys using her embroidery needle. The scalloping may be carried out in white embroidery thread or in colour, according to the colour scheme of the bedroom. A fairly large scallop should be chosen for the purpose. A small one looks unimportant, besides taking much longer to work.

In these days, when everything is chosen to match, it is also a good idea to have scalloped towels worked in either white or coloured thread.

A REAL FASHION.



Here is not a mannequin posed picture of the latest fashion in fur coats, but the real thing—as worn on Fifth Avenue, New York.

FROM THE PARIS SHOPS.

The latest novelty for the dressing table is a powder bowl of red Venetian glass that stands on a high pedestal and is without a lid; a quaint powder puff does duty for this, the handle of which is a dainty porcelain marquise, whose full silk skirts completely cover the swansdown puff and at the same time protect the powder from dust.

Bag designers have at last had pity on the woman who can never find her latchkey in the dark nor her powder puff while the lights are still lowered in the theatre. There has been invented an electric flashlight that is so small that it can be carried in a lady's purse. A tiny battery, a tiny lamp and a magnifying lens are encased in a bright-hood galalith container hardly longer than a lipstick and about twice as thick.

Linen sets of old blue, rose colour, apricot, lemon yellow and heliotrope, all of them edged with white hems are being shown. The serviettes are small affairs with hems of white linen. Check damask table cloths in yellow and white, blue and white combinations, are being shown by most of the big shops, and some of the most exclusive linen stores are showing green linen cloths with white squares of linen in applique.

TO-DAY'S BEAUTY NOTE.

Ordinary kitchen salt makes an excellent dry shampoo. No matter how dull and lifeless the hair may be a salt shampoo will restore all its vitality in a few minutes. Powder the salt finely and parting the hair at intervals, shake the salt into the roots. Then twist the hair up and leave it for from ten to fifteen minutes. At the end of that time take out the pins and give the hair a good brushing with a clean dry brush. It will become fluffy and glossy and the head will feel as fresh as if it had been given a wet shampoo.

If the eyes feel dull and tired give them a salt bath. Put a pinch of ordinary salt into half a pint of water and apply this to the eyes in an eyebath, opening and shutting the eyes several times. Bathing the closed eyes with the salted water is also very refreshing and makes the eyelids white and skin firm.

4 PERFECT MADONNA FACE.



Said to have a perfect Madonna face, Mlle. Lita Fernys has been selected to act the part of the Virgin Mary in the Passion Play which is being held at Nancy, France.



Neglignees and evening gowns are cut from the same materials this season—neither yields to the other in gorgeousness. The lines may be as flowing and free as one desires, or the silhouette may be that of the fashionable tube, with the addition of a cape or winged sleeve or some diaphanous fabric that softens the whole and gives the floating, airy look that is so desirable.

DANCE AND DINNER FROCKS.

Shoulder knots composed of a single velvet flower that has its petals outlined in diamante dust are seen on all sides, but newer still is a smartly-tied shoulder bow of velvet ribbon, the edges of which also show an outline of powdered diamante.

The new bouffant skirts introduce some interesting new hem trimmings. These often take the form of applique petals of roses made of coloured velvet set on net or tulle foundations, the flat flowers being arranged so as to give the appearance of being strung on to flat gold or silver ribbon, that is sewn on to the transparent hem foundation.

The same idea is also carried out in hem festoons of coloured velvet ribbons, supporting little clusters of hand-made tulle flowers, while tassel trimmings of osprey are a new extravagance used by the Parisians to trim dresses of velvet and lace.

Large birds worked in diamante are used to trim the fronts of some of the newest white satin frocks, while flounces of white tulle, that have their hems scalloped in seed pearls or diamante, are interesting innovations.

Bright colours predominate in the evening cloaks. Brilliant shades of green, red and brown are seen on all sides, and actual fashions do not count as important as such details as colour, trimming and materials. Caps vie with long straight coats in popularity, and one finds some wonderful evening capes made up in jewel-studded velvet, ribbed gold and silver fabrics, that are enriched with linings and borders of metallic lace.

FRINGES AND TASSELS.

Fringes and tassels are coming back for dress decoration, and these appear in all manner of unexpected places—trimming sleeves, panels, flounces and fronts. A noticeable feature of this revival is that instead of being made complete in themselves and sewn on the dresses, the fringe is now embroidered on to the material, for sewn-in fringes, each strand of which is threaded through the fabric, have now taken the place of every other type: the threads and cords which go to their making being of a new artificial silk that possesses both brilliancy and

ROMAN BEAUTIES.



Here are the three prettiest maidens in Rome. So, at least, they were proclaimed by judges in a recent beauty contest. From top to bottom are: Nello Eschelti, Ella Morani and Nora Calurzu.

weight, and is of a coarse enough texture to prevent tangling.

To be really smart embroidered fringes must be of the same colour as the material they adorn, and the shorter they are the more chic they look.

BLUE LINGERIE.

The newest lingerie is made up of forget-me-not blue nixon, with fine d'Alençon or Chantilly lace in white, pale peach colour, soft copper, or blue to match. Fine tuckings or pressed pleats, and pretty winged sleeves made of lace, trim the nightdresses, while all the new chemises and camisoles are made in the latest strapless fashion, which is so convenient for evening wear.

White lingerie made of gossamer fine voile or crepe georgette is shown trimmed with blonde or copper-coloured lace that proves infinitely more effective than all white, while little yoke effects ornamented with monogram or cypher initial embroidery done in black lettering are very chic.

Under the new lingerie are worn flesh-coloured rubber combinations that not only do away with the necessity for corsets, but help to keep their wearer slender by the friction massage they produce. The only precaution necessary when adopting this new reducing craze is to treat the body with a liberal application of pure talcum powder before the rubber combination is donned, otherwise the skin is apt to get chafed and irritated.

BANDEAUX FOR SHINGLED HEADS.

Shingled hair has caused the jewellers to design some clever bandeaux which introduce low fronts of massed precious stones mounted on to a very narrow band of tortoiseshell or onyx, made with hidden combs at the sides, so that the ornament can be fitted on to the hair—no matter how short it be, and kept firmly in position.

The favourite designs for the front of these bandeaux are elaborate floral wreaths carried out in rather big diamonds, while smaller diamonds are encrusted at the back, the effect produced being an all-round crown. Other new bandeaux show narrow tortoiseshell bands that have large studded cabochons at one side.

All the new tiaras are worn set low on the forehead rather than on the hair itself. Other alternatives are hair slides of emerald-cut diamonds, which have been designed for ornamenting the sides of the hair only, the back and the front of the hair being left to show pretty natural waves, which are far less pronounced this season than they have ever been before.

THIS WEEK'S RECIPE.

DINNER MINTS.

One and one-half cups sugar, 1/2 cup boiling water, 1 teaspoon vinegar, 3 drops oil of peppermint 1 tablespoon butter.

Combine sugar, water and vinegar and boil, without stirring, until a few drops tried in a saucer of cold water crack against the side of the dish. Add butter and remove from fire. Let cool. When cool enough to handle add peppermint and pull until white. Cut with shears and set aside for a few hours until the hard taffy turns creamy.

FASHION NOTES.

Smart new envelope purses are of moire lined with taffeta in delicate colourings.

The new fans are enormous concerns of ostrich feathers that almost conceal the person who carries them. Black ones are frequently carried with white outfits.

With the exception of lacquer-red, which is used repeatedly, there is no one colour that is stressed at the expense of others.

A tendency toward pastel shades is noticed in linings, tunics, and wraps for spring.

High-necked sweaters are quite the rage, some of them have a should opening, but more often there is a double ribbed collar, ribbed cuffs and border.

Bags to be carried in the evening are made of silk or leather completely covered with brilliants.

Flexible bracelets are set with pearls and brilliants or with sapphires and emeralds in combination with diamonds.

For dancing and evening gowns, sheer weaves are all the rage. Some of the smartest dresses in Paris are simple chiffons in pure tones.

Chiffon dance frocks in delicate colours are made over foundations of gold or silver cloth.

THOUGHTS FOR THE HOUSEWIFE.

Serve fruit salads in tall glasses before a simple meal. It will add a festive note.

Before serving tomato or white soups add a heaped spoonful of cream to each plate.

Green salads served on glass plates look more attractive than heaped in a bowl.

A NEW NEGLIGEE.



The pajama negligee holds feminine fancy for the moment and most picturesque they are. The one drawn with long coat and turned-up trousers is graceful. Black satin is the material with appliqued birds of pastel pink traced in silver thread. The same pink faces revers of the jacket and lines the coat.

NOTED OPERATIC SINGER.



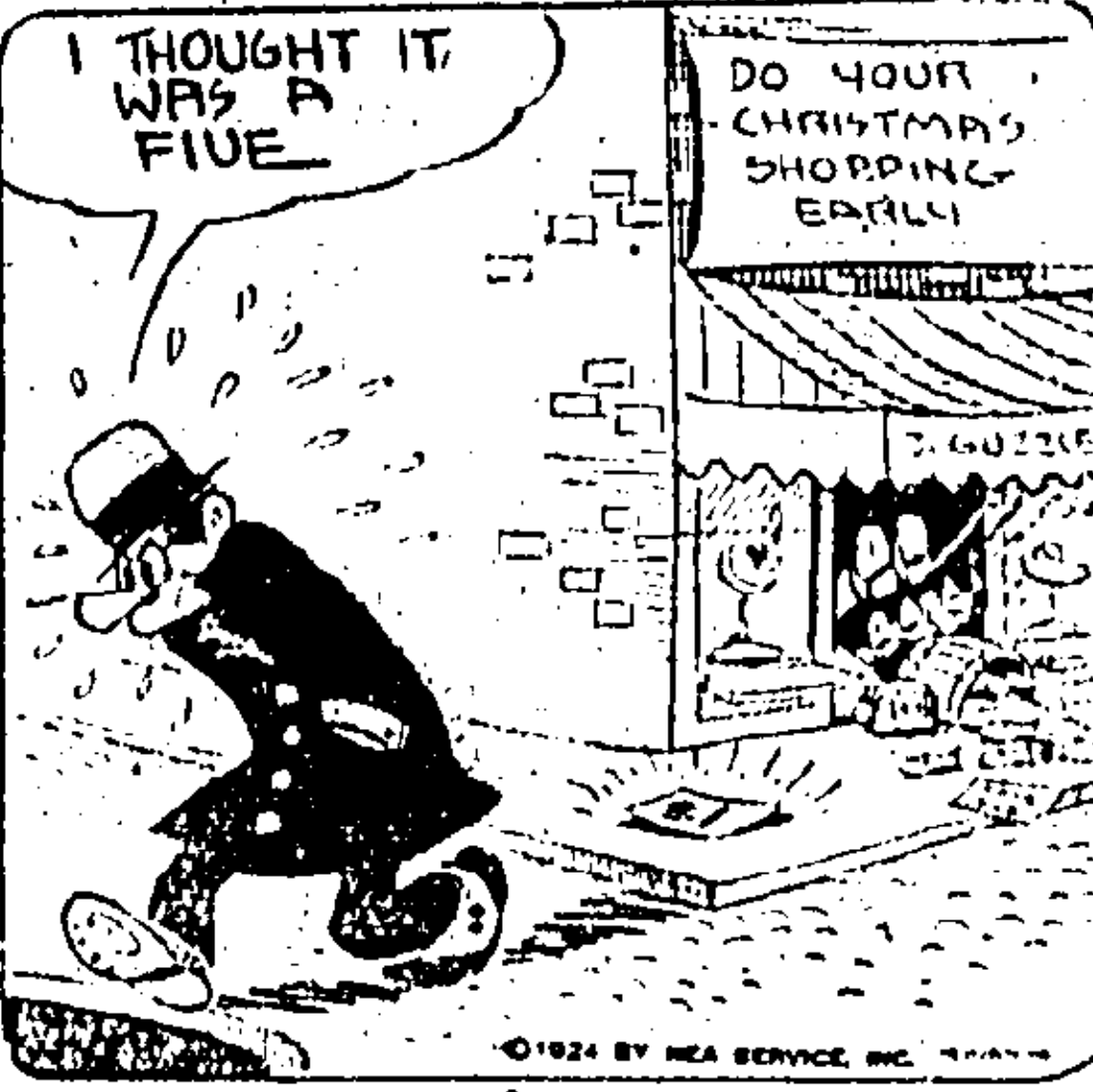
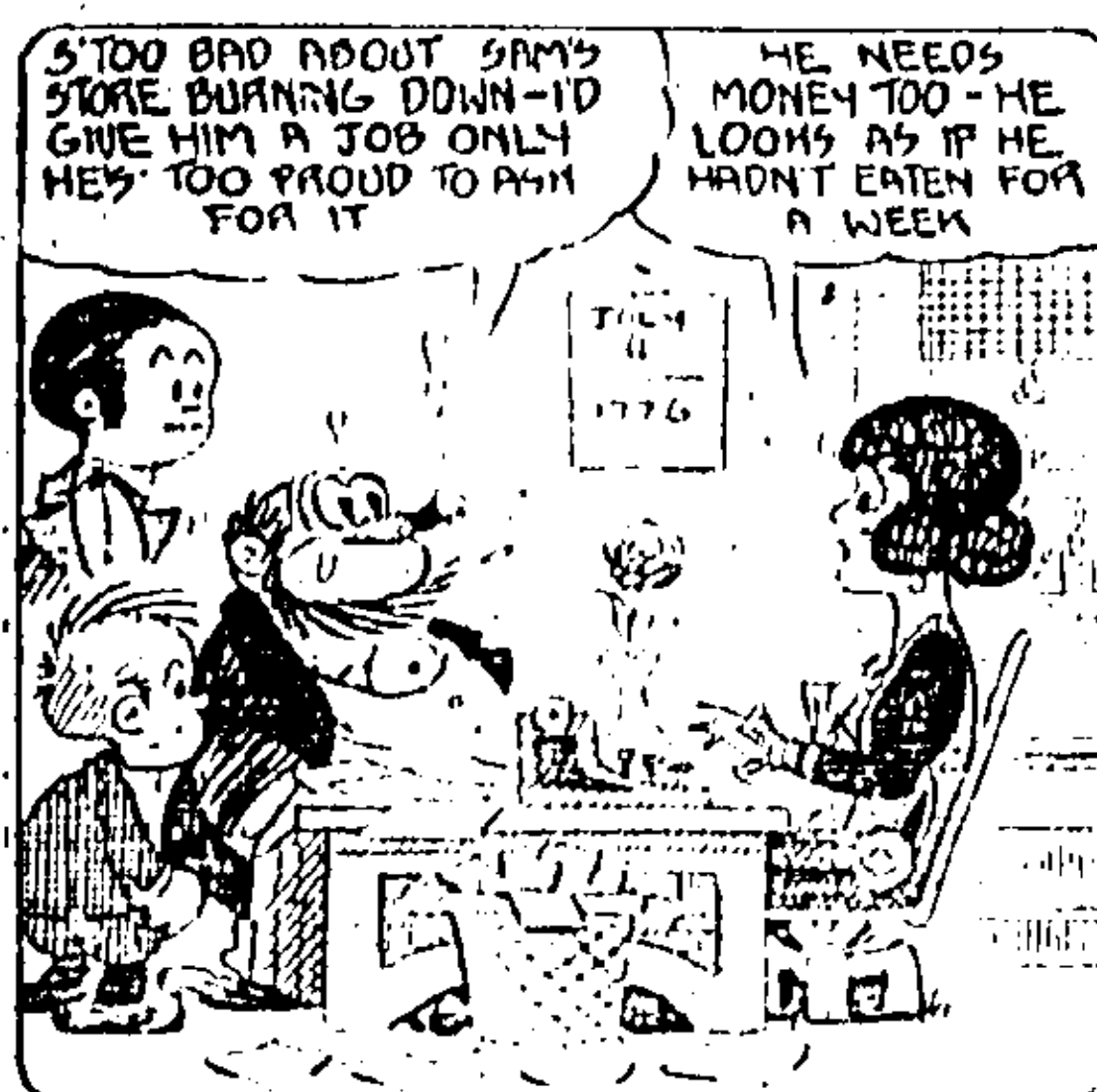
Miss Kathryn Brannen, Chicago, Grand Opera Singer, who was recently married to Mr. Clarence E. Cramer of Chicago.

A PAGE FOR THE KIDDIES.

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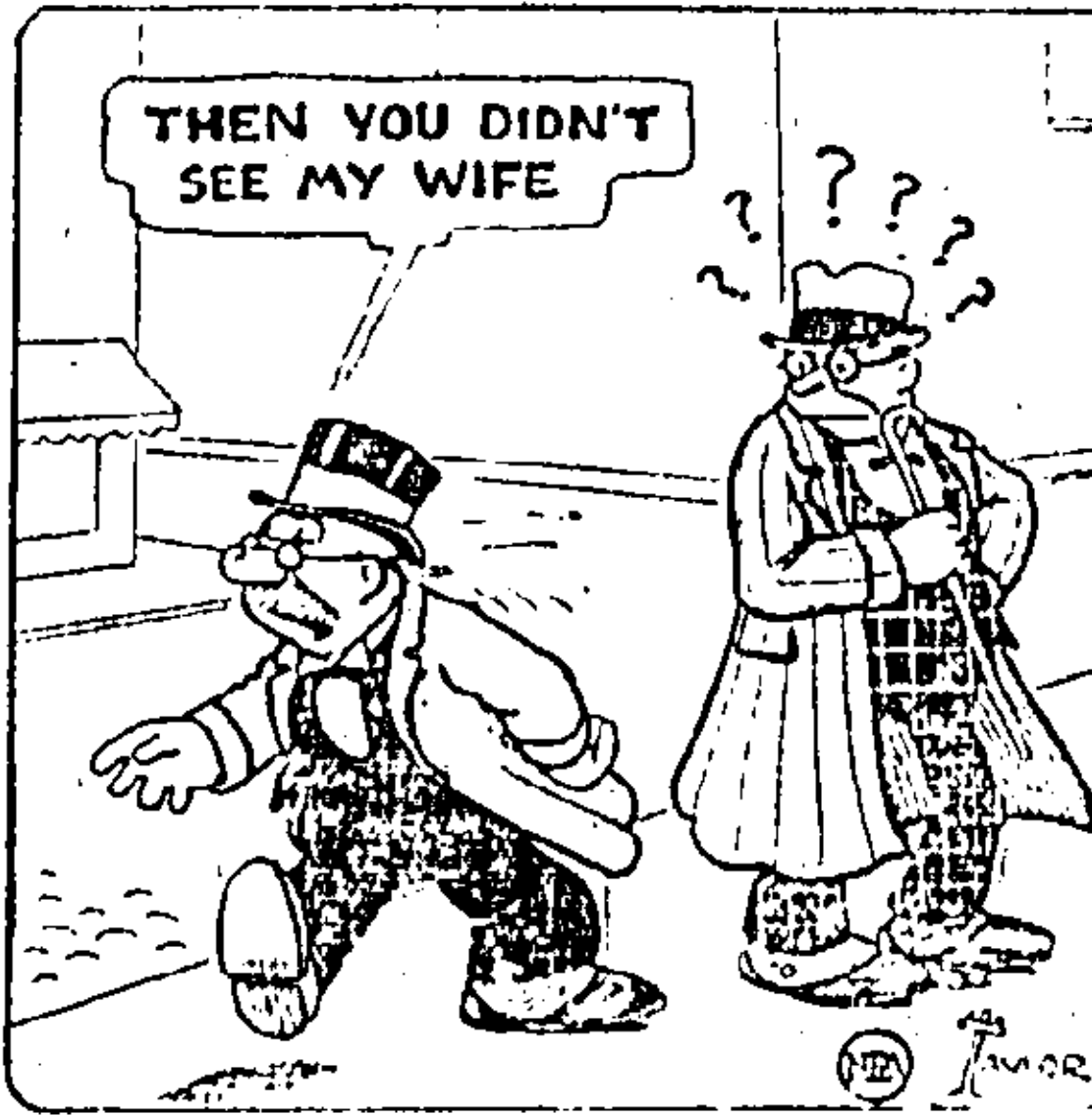
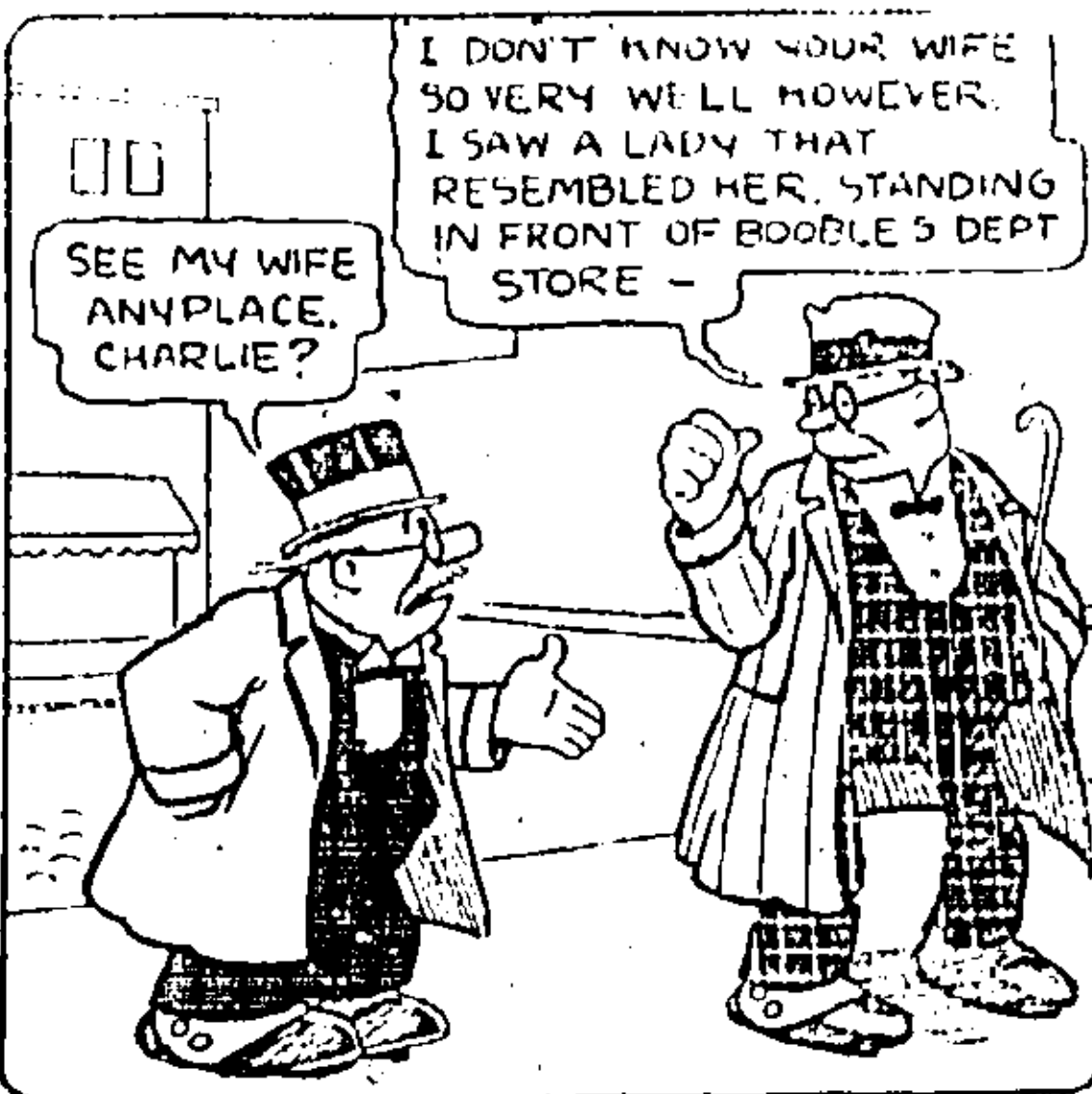
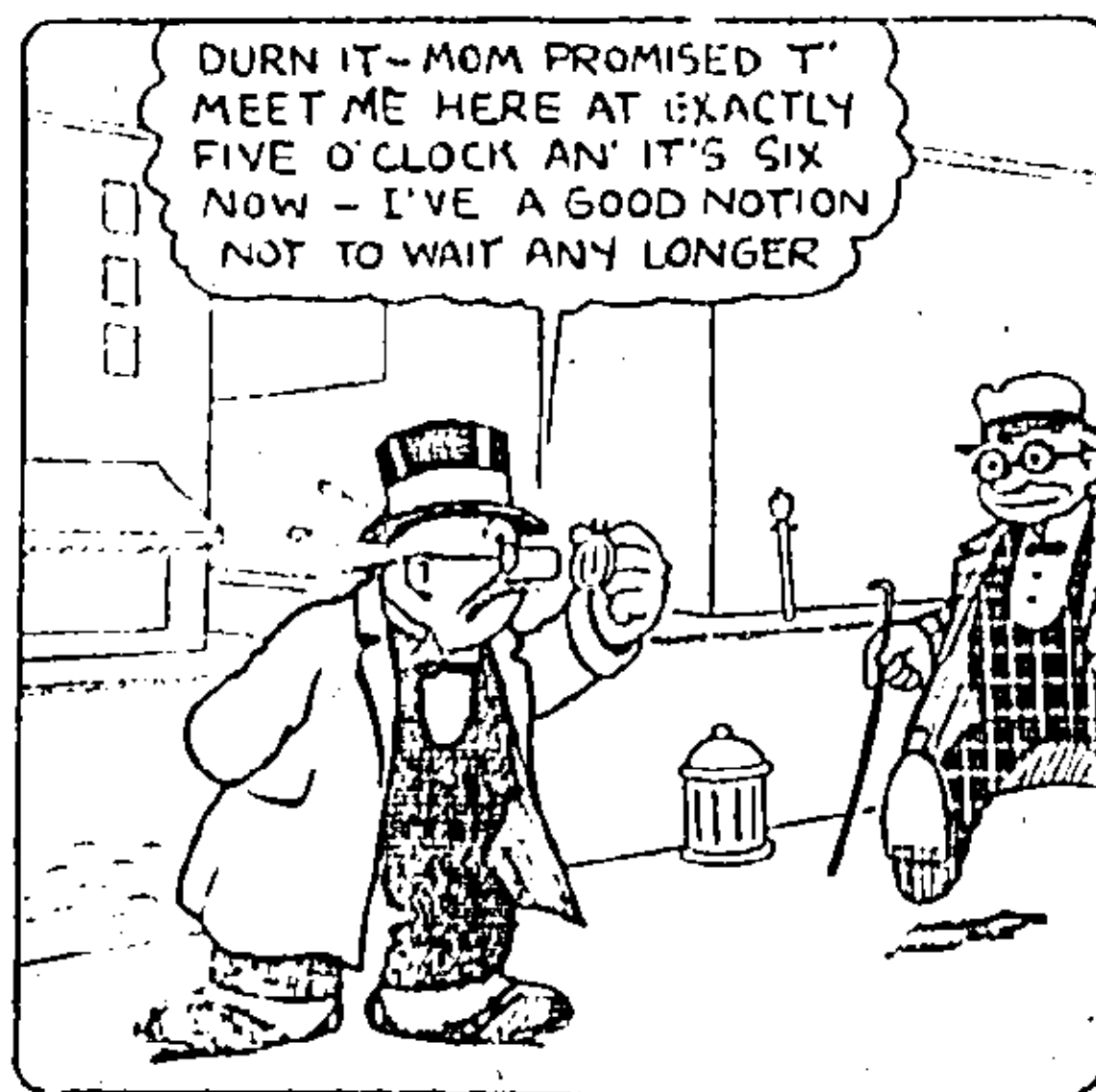
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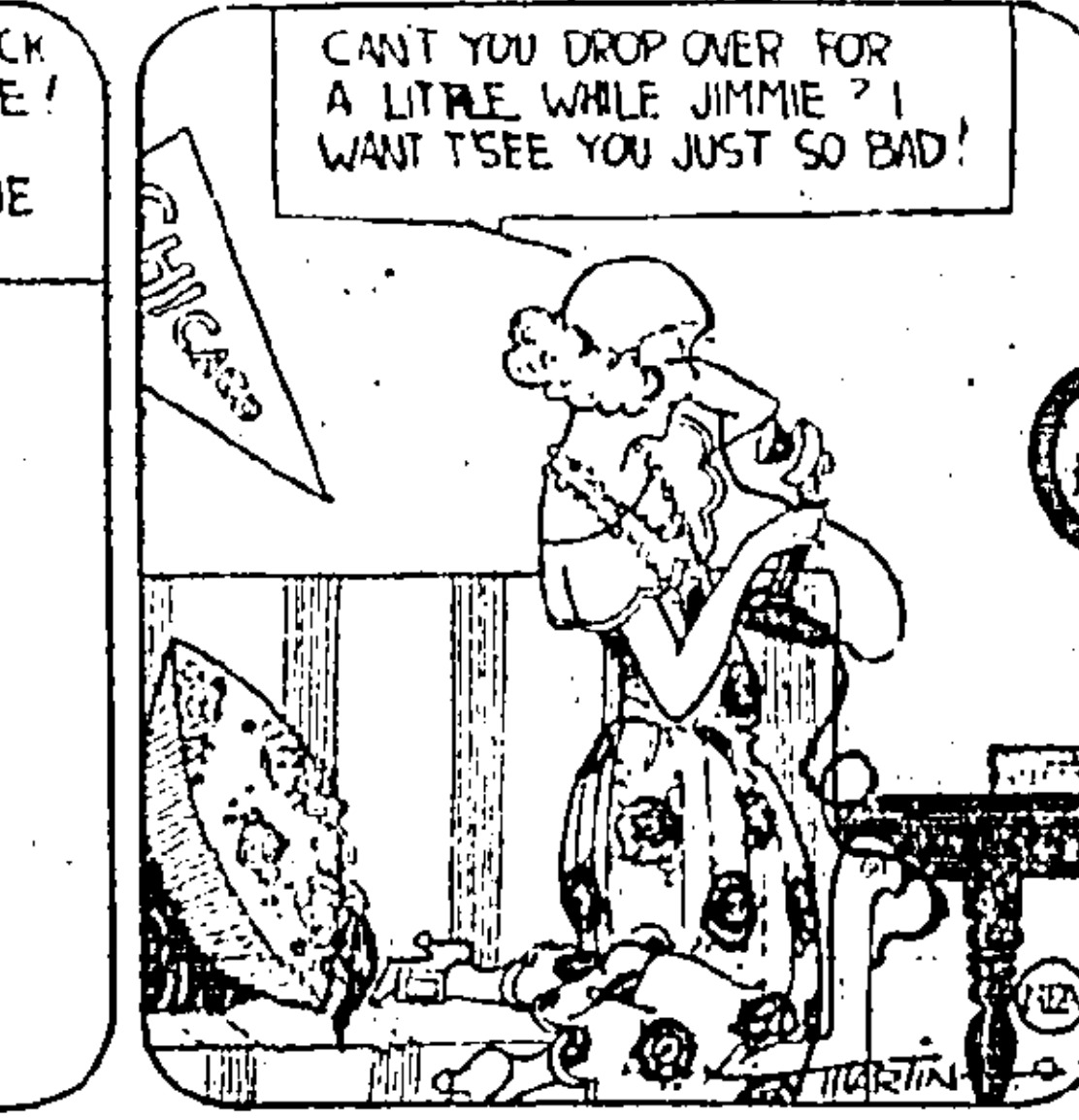
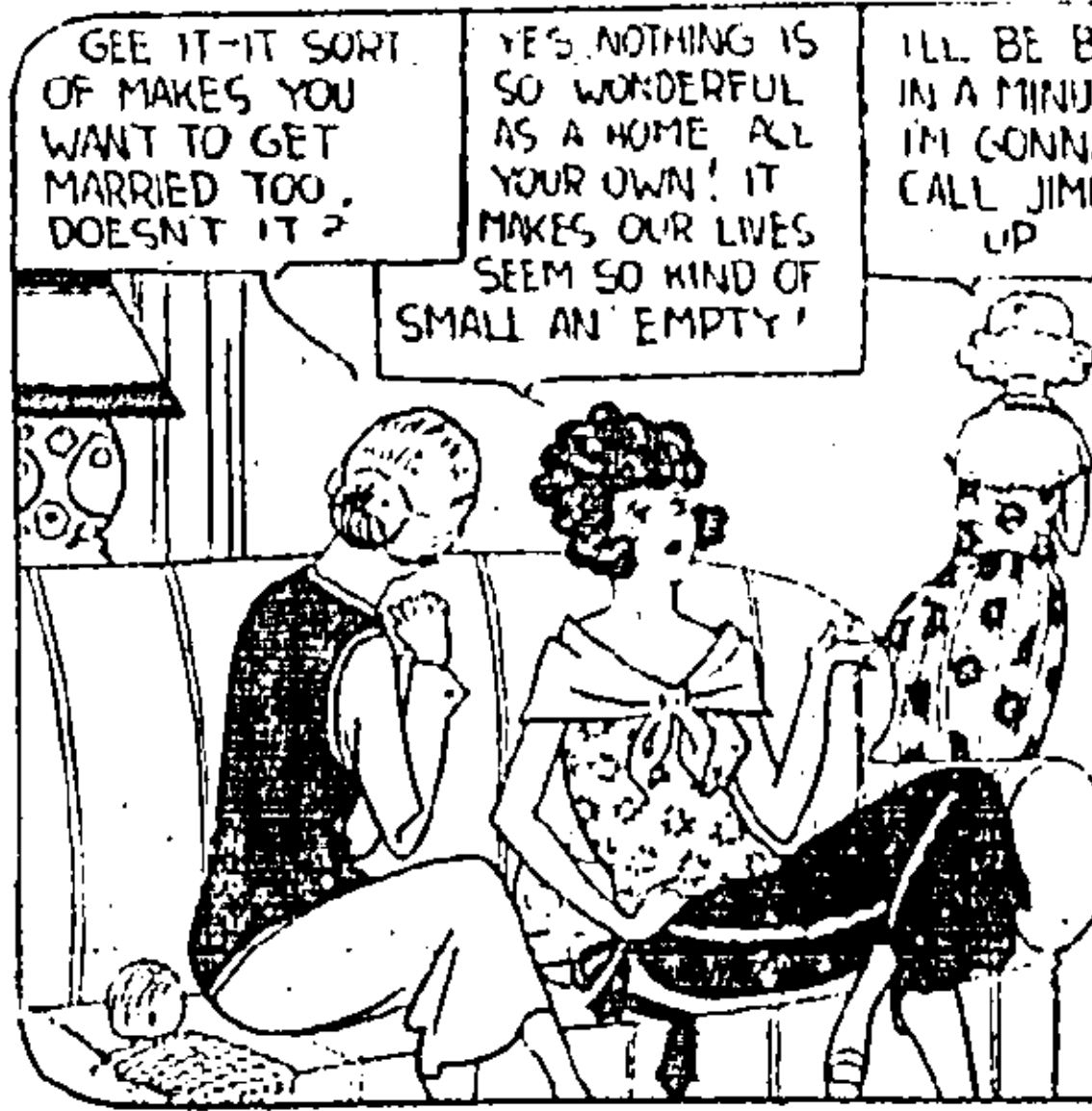
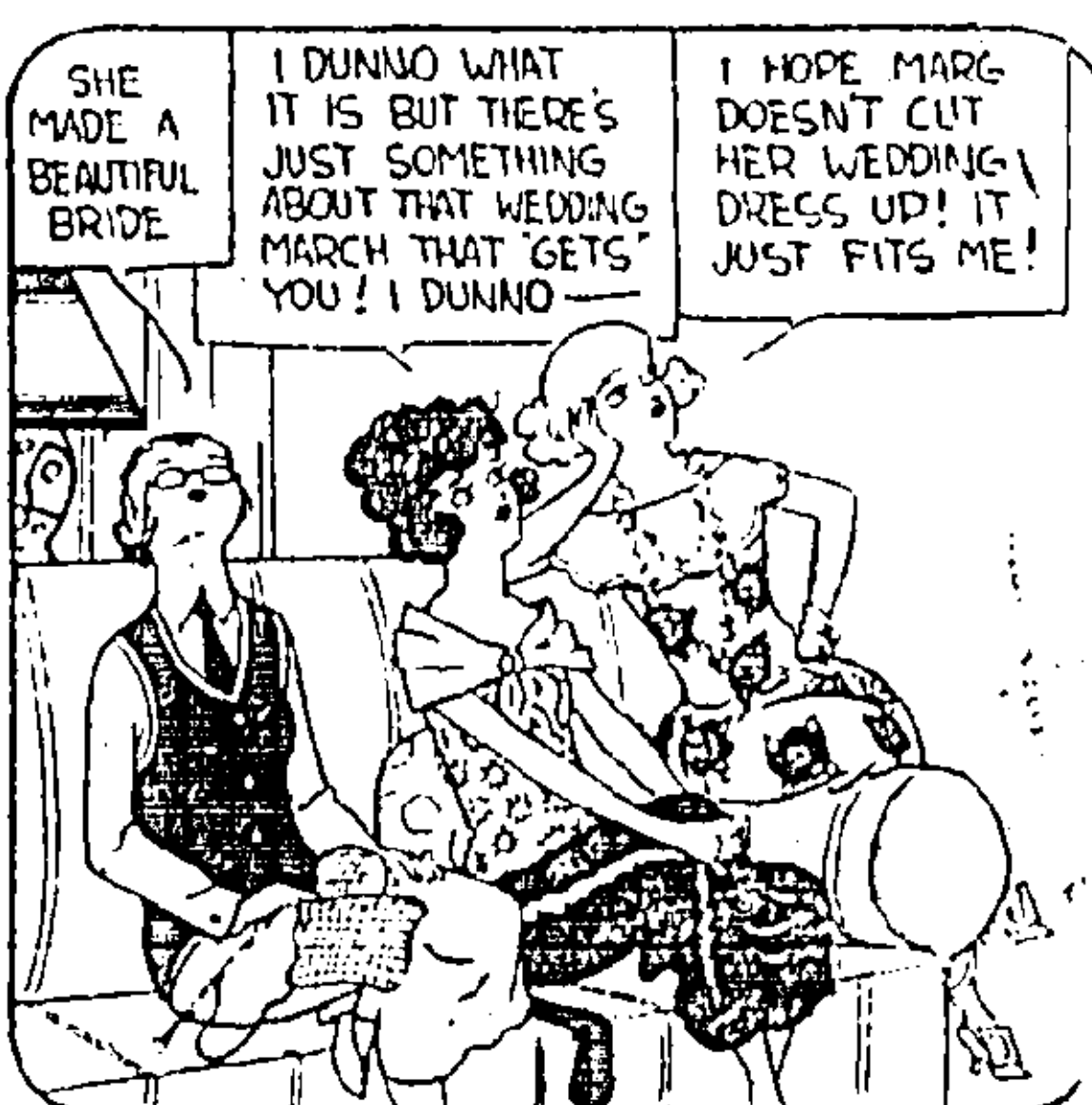
By Taylor



BOOTS AND HER BUDDIES

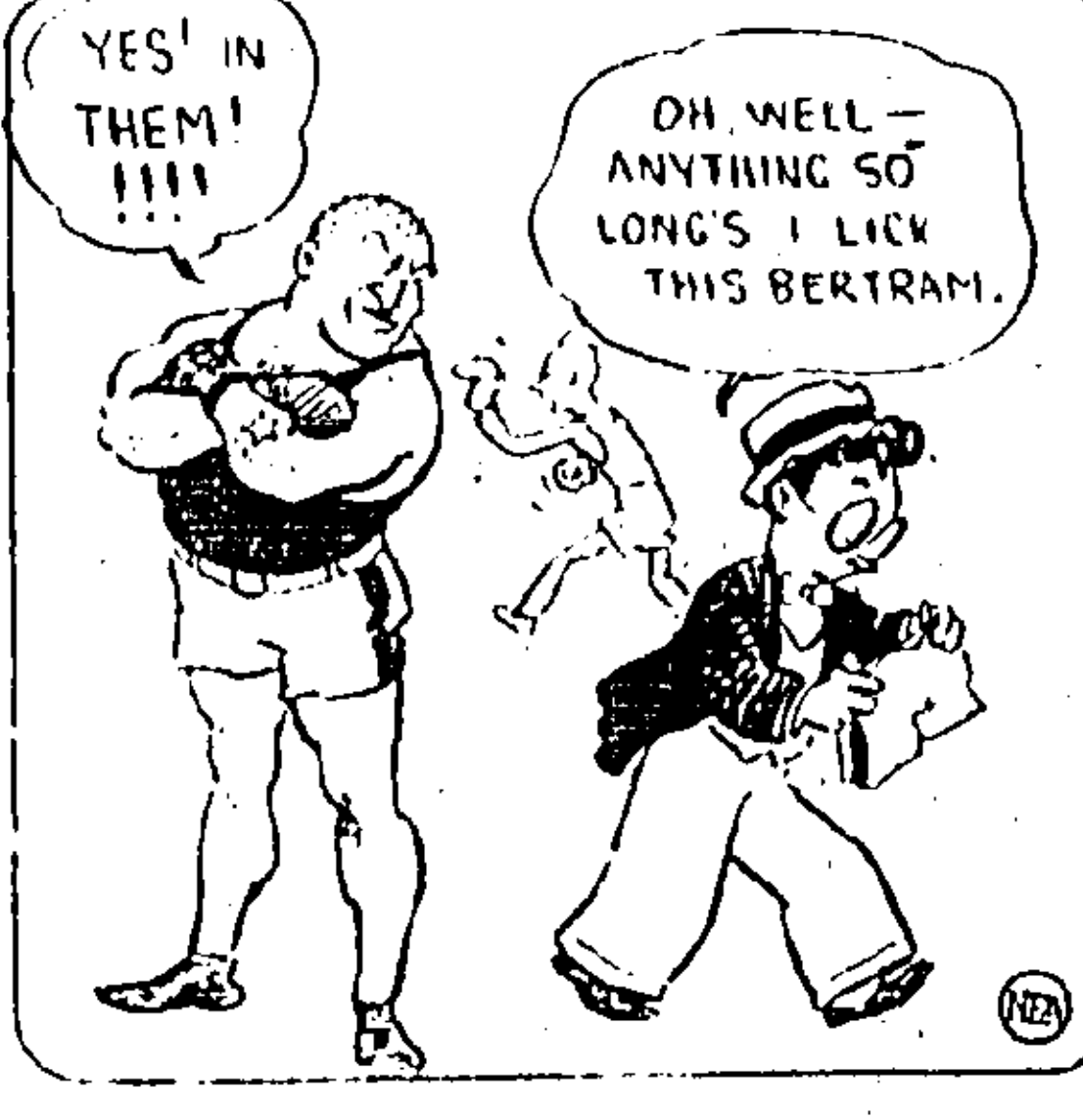
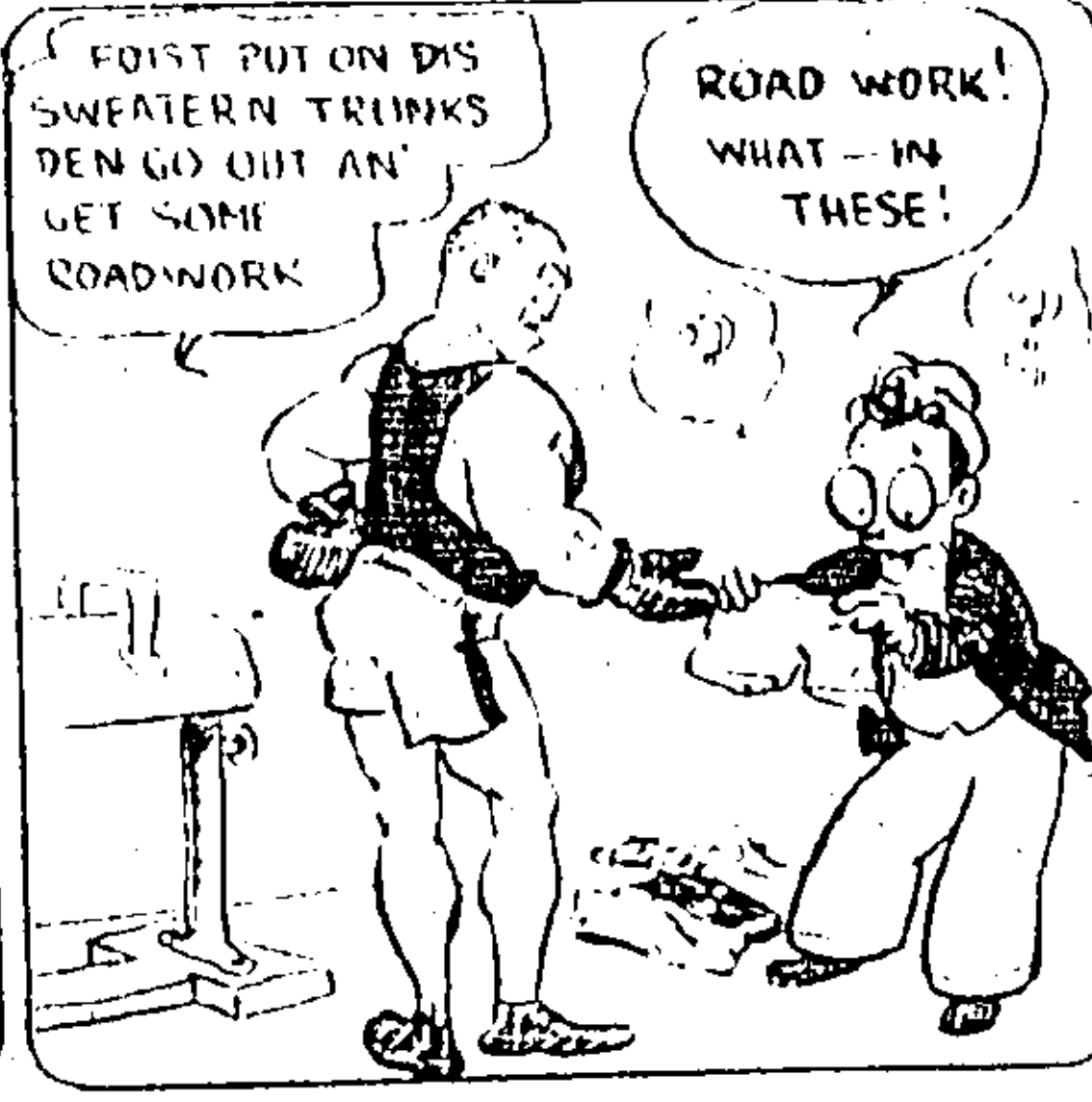
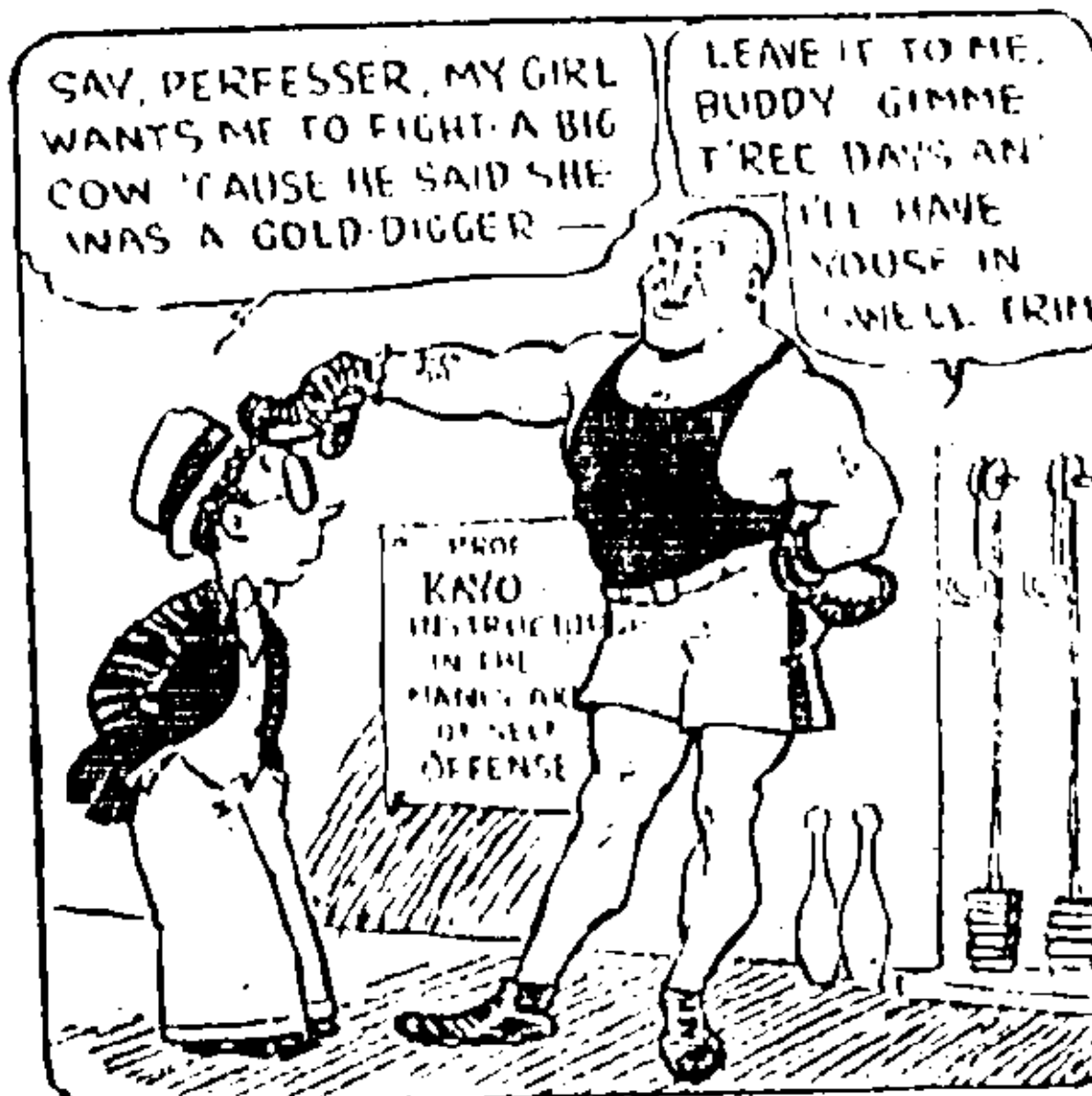
It's Contagious

By Martin



WASHINGTON TUBBS II

By Crane.



FRECKLES AND HIS FRIENDS

No Answer Needed

BY BLOSSER



FUNNY STORIES.

ALL RIGHT THEN.

GUARD (to prisoner, a former lumber agent)-Yes, you are condemned to death. Have you any last wish?

PRISONER-It would delight me if my firm were allowed to furnish the gallows.-*Sundags-Tidning* (Stockholm.)

ENOUGH FOR PURPOSE.

Her very Now Ladyship (arranging for a party)-And will there be enough silverware, Parker?

Butler-Yes, m' lady- at the beginning of the evening anyway.-*Punch*.

MADDENING.

MINISTER-In visiting the lunatic asylums, are you allowed to take the patients little presents?

MISSIONARY-Oh yes; everything except crossword puzzles.-*Life*.

A LAST ACCESSORY.

"We give a bicycle with each car we sell, remarked the auto salesman.

"How's that?" asked the prospective purchaser. "So you can park your car in the suburbs and ride into the office."-*Life*.

THAT'S DIFFERENT.

"Didn't I see the grocer's boy kiss you this morning, Mary?" "Yes m, but he ain't to blame. 'Twas the toeman set him the bad example."-*Bucknell Belle Hop*.

PARDONABLE.

"I'm going to smash your face in for kissing my sister."

"Sister, nothing, that was your wife."

"Beg pardon, old man. My mistake"-*Southern California Wampus*.

ANOTHER SWINDLE.

Mr. Upstart-I never want to enter that art dealer's stool again!

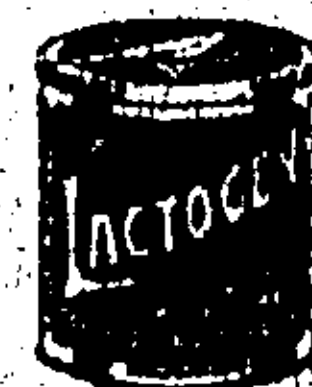
Mrs. Upstart-What's the trouble, dear?

"I bought a painting from him last week, and I've found out that it's over 500 years old!"-*Judge*.

NO CAUSE FOR WORRY.

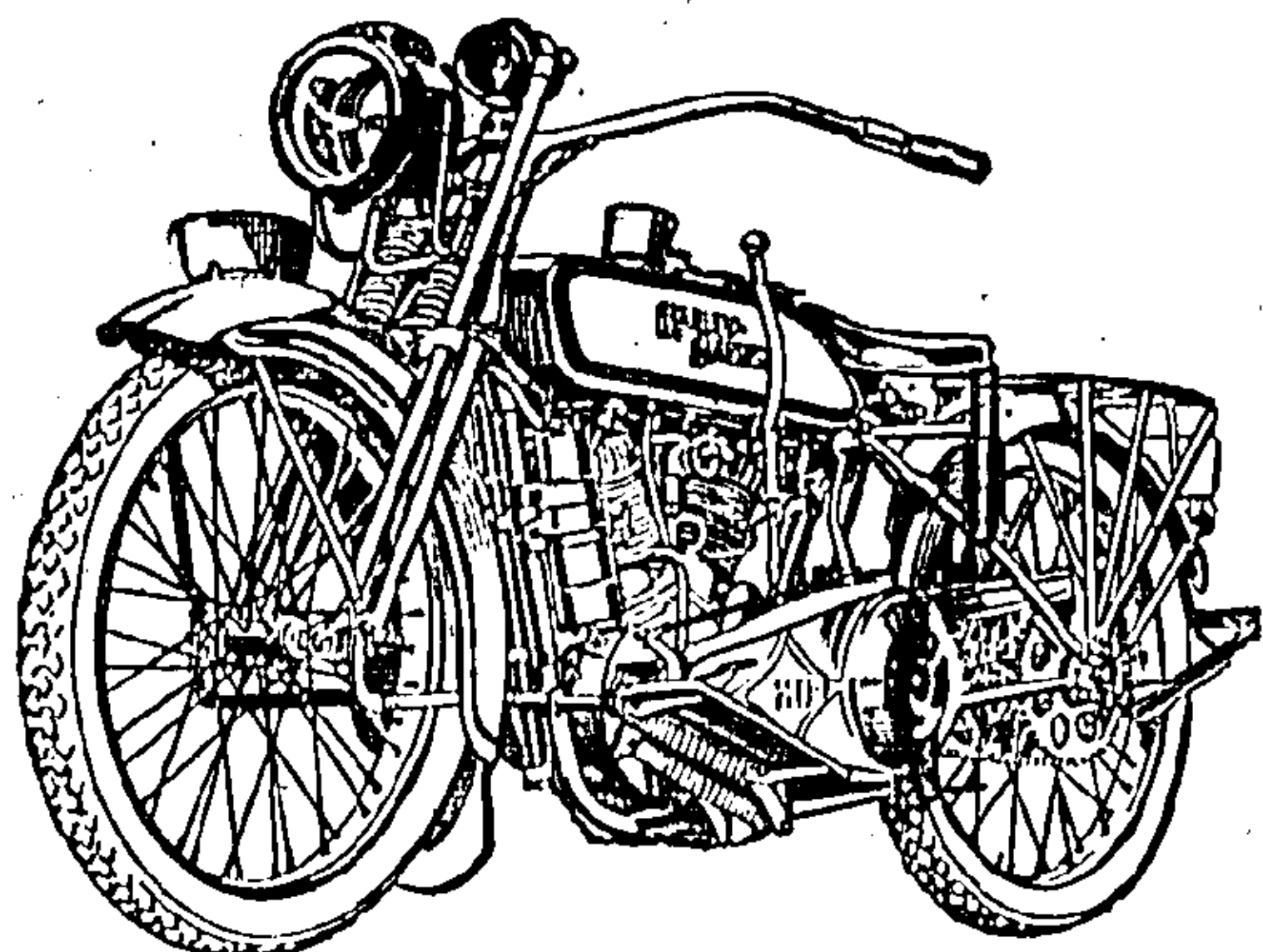
Gertie (referring to her fiancée) George's sudden mania for cocktails is making me anxious, granny. Granny-I shouldn't worry, dear. After all, it can't last long. He'll have to give it up when the moulting season starts.

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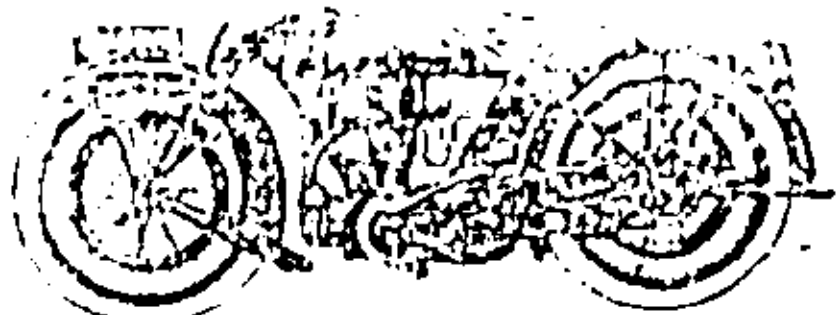
Harley Davidson



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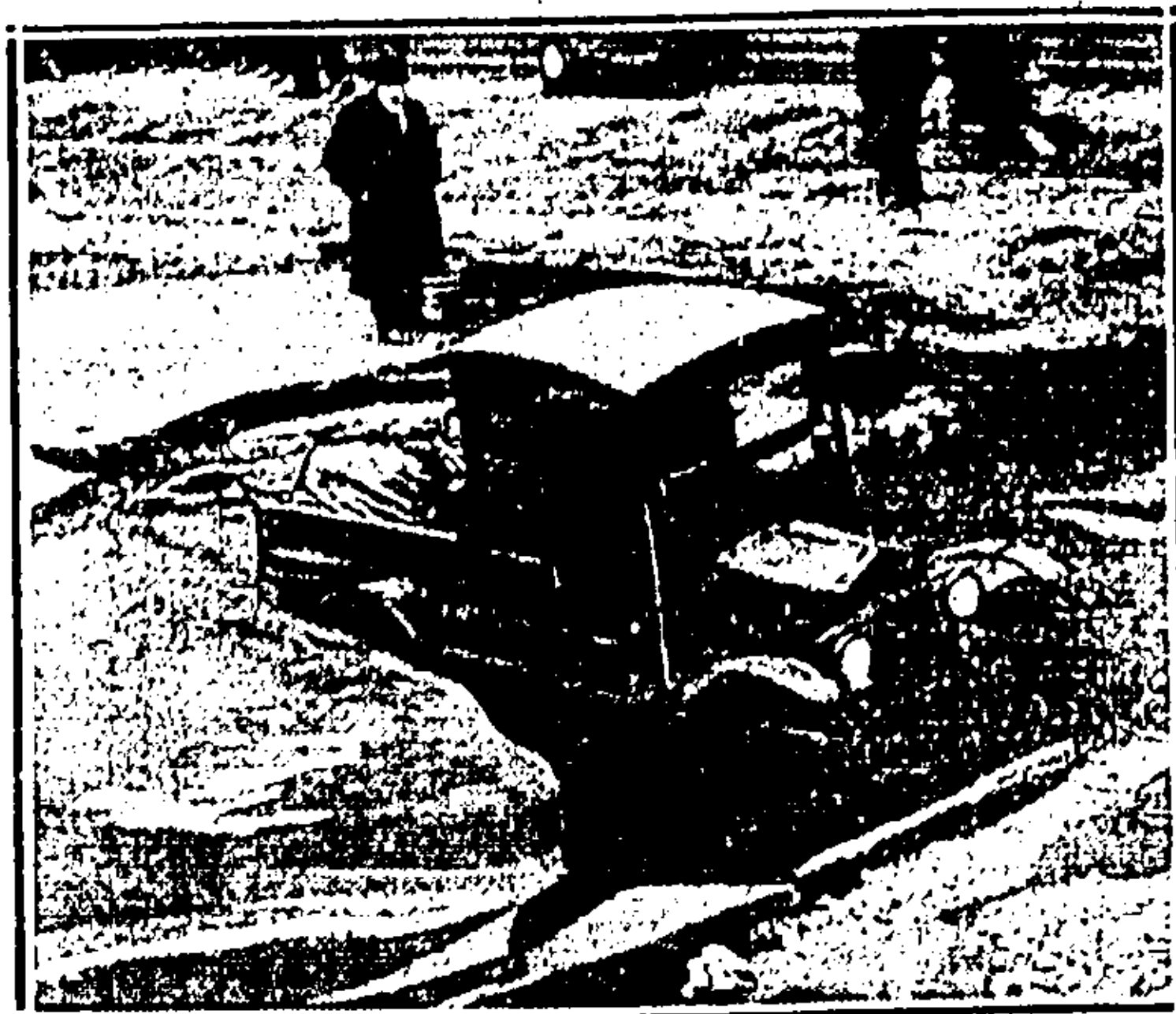
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HAVOC WROUGHT BY BURST WATER MAIN.



Much havoc was wrought when a 36-inch water main burst in Cincinnati, U.S.A. All the lights were put out in part of the city and the lorry seen above got into difficulties in consequence.

HUDSON-ESSEX PROGRESS

PIONEERS IN DESIGN.

In the presentation of its current body styles at the Show the Hudson Motor Car Company is establishing at least one precedent in motor car history. That precedent is this:

Of the four Hudson body styles three are styles which were first introduced to the motor world by Hudson, which were named by Hudson, and which won their way to a permanent place in motor-dom under Hudson sponsorship. These three cars are the Sedan, the Speedster and the Coach.

The first Sedan which the motor car market knew was manufactured by Hudson in 1913 the very idea of an enclosed car with one compartment for driver and family was considered radical, because it was thought certain that an enclosed car owner would employ a chauffeur. Hudson had the Sedan market to itself for a substantial period, and has never lost its leadership in this style of car.

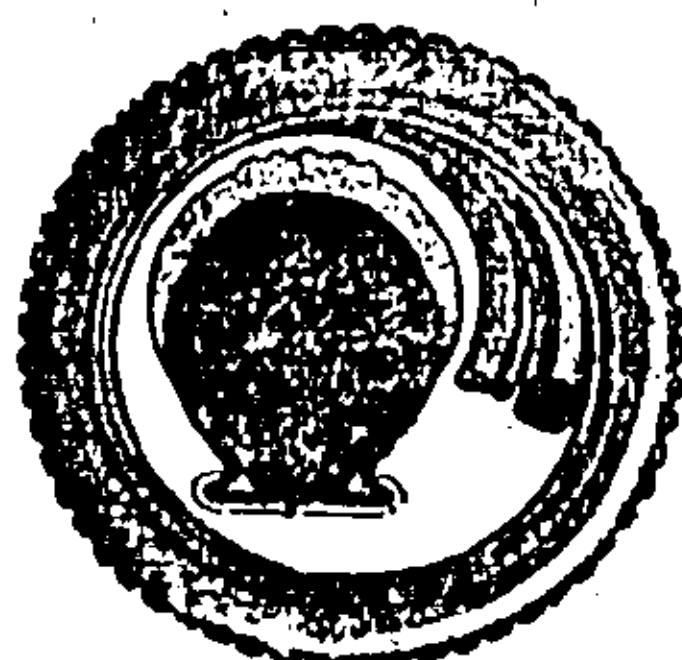
The Speedster came in 1916. It was the first time that a flow appearing, low-hung, distinctive four-passenger open car was presented as a quantity stock model. The name Speedster was popularized by Hudson for this new Car.

The Coach is probably Hudson's most interesting contribution to motordom. It pioneered the idea of an enclosed motor car at a moderate price. It was a clean-cut innovation. This idea has since become, admittedly, the leading subject of motor car interest.

All four cars have undergone numerous improvements since their introduction, and are to-day the handsomest styles Hudson has ever shown. Motorists have known the Hudson Super-six for so long that there is little need to enlarge upon its qualities of performance and beauty. The motoring world has come to its own conclusion that Hudson is one of the fine cars of the day.

Because Hudson is one of the very large producers of the automobile industry, it has been able to reduce its costs by a great number of volume economies. The cars of to-day, while of the best material and standard of workmanship which Hudson has known, are offered to the public at remarkable prices.

SPONGY TYRE.



There's no chance of a blow-out on this tyre, according to the rubber company in San Francisco when it is manufacturing it. Constructed of thousands upon thousands of air cells, the tyre has no inner tube and never needs to be blown up. It is said to be as resilient as an ordinary pneumatic tyre.

MOTOR OFFENDERS.

AN AMERICAN SUGGESTION.

Washington, Dec. 30.—One kind of license tags for motorists with clean records and a conspicuously different kind for those who have even run over anyone or been in a collision is the latest scheme for minimizing the automobile danger in Washington.

Traffic casualties have become so appallingly numerous in the capital that the public and the authorities have taken alarm and a more determined effort is being made to put a stop to them than it probably any other American city.

The double-tag plan is the suggestion of Major W. H. Holcomb, head of the traffic committee of the District of Columbia government. The district commissioners think well of it and the probability is it will be adopted.

Major Holcomb's idea is that, in the first place, automobilists will not enjoy being branded publicly as reckless drivers, that the sensitive ones, if any, may even give up driving altogether rather than appear on the streets with the "marks of Cain" on their cars.

WATCHED CLOSELY. Secondly, he argues that the incriminatingly tagged motorist will immediately become an object of suspicion to all traffic officers, that he will be called to account for the slightest dereliction, and that, as an old offender, he will meet extra severity in the court room.

The major also wants much larger tags on all cars. He favours likewise the much more frequent revocation of licenses.

Congress, which does the district's legislating, is to be asked to make the penalties for reckless driving much severer than at present, and especially to penalize drivers who, after an accident, fail to stop and offer assistance, as happened 25 times during October.

The commissioners intend to seek an appropriation from which to offer a reward for capture in such cases.

COMPULSORY INSURANCE. Another law urged by Major Holcomb, if enacted, will require every motorist on receiving his license, to furnish a surety bond to insure payment of any damages he may become responsible for.

In the meantime every motorcycle policeman in the District of Columbia has been put in plain clothes, the more effectively to fight speeding. Instructions have been given to foot patrolmen to drop all other duties and pursue speeders whenever possible.

Pedestrians and responsible automobilists themselves, and especially street car conductors and motormen have been appealed to take license numbers and report all cases of traffic rule violations.

Recklessness on automobile part is perhaps not more prevalent in Washington than elsewhere, but the wide streets and numerous points at which as many as four thoroughfares intersect make it dangerous.

BACK AND FORTH.

A new kind of truck has been brought out, that travels backward as well as it does forward. A seat facing the regular driver's seat is another innovation, for reverse driving.

The New ESSEX

Built by Hudson

A 30 Minute Ride Will Win You

It is an easy way to tell if the new Essex gives greater value than was ever before provided at this price.

Take a ride. It has answered the question for thousands, No car we ever introduced has had such a reception. It is drawing bigger crowds. It is selling faster. Every-one is talking about it.

Priced much lower, the new Essex provides a larger, handsomer body, with even greater passenger comfort than the former Essex.

And its 6-cylinder motor, built by Hudson, gives the smoothness of performance for which the Super-Six is famous.

Has Qualities of Both Hudson & the Former Essex

In all that counts for long, satisfactory service at low cost the new Essex combines the most suitable details from both.

See how handling is simplified. All controls are easy, simple and sure in operation. Steering is as easy as guiding a bicycle. Its motor flexibility makes gear shifting almost unnecessary, except in starting. Note how comfortably and safely it holds even the

roughest roads at all speeds.

Gasoline, oil and tire mileage are exceptional. A further satisfaction is the low cost at which all replacement parts are sold. In every respect the New Essex meets the requirements of dependable, comfortable transportation, free of burdensome expense.

A ride will give you a conviction of goodness and quality, such as you never expected in a car of its price.

THE DRAGON MOTOR CAR CO., LTD.



Latest Models on View at our Show Room and Service Station. Come and see them.



33 Wong Nei Chung Road, Happy Valley. Telephone Central 1246 or 1247.

A FAMOUS BRITISH CAR.

THE MORRIS AT HOME AND ABROAD.

[BY A CORRESPONDENT.]

It is doubtful whether any car of any size, price, or nationality since motor cars were first made, has ever built up for itself such a reputation as the Morris, or in so short a time.

Ever since Mr. W. K. Morris put the first little 10-h.p. 2-seater on the streets of Oxford twelve years ago, the cars associated with his name have been regarded by all who follow the trend of automobile development as representing a type well ahead of its contemporaries. It was always a "next year's car." To begin at the beginning, for example, it is and was, at the time, widely acknowledged that the 1913 and 1914 Morris-Oxfords were the first really successful light cars. If proof were needed, one would only have to point to those sturdy little machines which are still carrying their owners cheerfully about the country, a perpetual source of joy and pride. There are very few cars which cost less than, say, £500 in 1913-14 of which you can say that. The Morris of that time cost £200. Further but perhaps less vigorous evidence of these little cars can be found in a file of the Press notices of that period, when motor papers and newspapers alike paid tribute to the little British car which was destined to make history.

This original Morris's maximum speed was about 50 m.p.h.—something really outstanding in those days and by no means despicable to-day (What takes our "asymptotic" speedometers tell! And how unimpaired a timed mile a Brooklands!) This is, approximately, the speed of the 1924 well-tuned 2-seater, a much heavier car; larger, carrying a considerable dead weight, a 6-volt battery, a 12-volt battery, a dynamo, etc.; but there, except for the simplicity of design and general solidity of construction, the resemblance between the old and the new ceases. The new cars of what is generally known as the "Imshi" type, no longer belong to the small car class. They are light in weight,

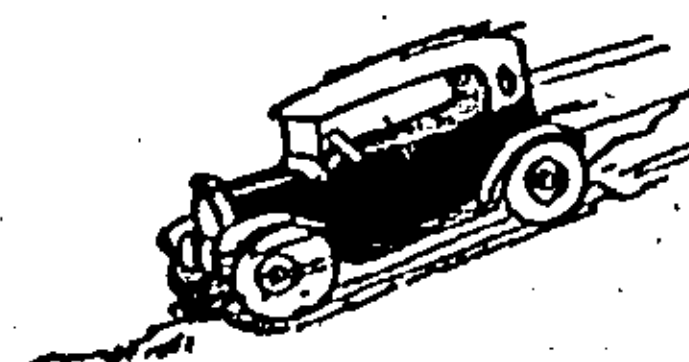
but in all other respects correspond to the 14 and 15 h.p. machines of twelve years ago (the larger 14-28 h.p. Morris being comparable to the better sort of 20 h.p.) with, of course, a far greater measure of general utility, efficiency and economy of operation.

There are several points, interesting to the owner-driver, which distinguish the Morris cars from others, but none is, I think, more striking than their reputation overseas, in lands where cars do not lead leisurely lives. You meet Morris's, old and new in practically every corner of the world where roads exist. I have seen them myself in India, Australia, Egypt, the Straits Settlements and Ceylon and in every case they were really piling up immense mileages, doing the hardest kind of work. I looked in vain for a Transatlantic car of the same age doing the same things.

Then there was the famous original "Imshi" herself, the 1920 11.9 Morris-Oxford 2-seater which covered herself and her maker with glory in the six months' journey she made through Europe and North Africa in the hands of Mr. John Prieoleau, after she had already done 14,000 miles in Great Britain. This performance, which was undertaken without any preparation and at twenty-four hours' notice, was described from day to day in the *Daily Mail* and *The Times*, and is now retold in Mr. Prieoleau's book, "The Adventures of 'Imshi,'" adding yet another record to the long story of Morris's endurance and reliability.

AUTO ON RUNNERS.

Berne, Switzerland, Dec. 19th. E on the harliot of Alpine



guides refused to ride down a snow-covered hill in a newly invented automobile on sled runners. So the manufacturers of the new amusement device made the initial tryout by sending the sled-car downhill without passengers. The experiment was a success.

A COMPARISON IN MILEAGE.

THE PERFECTION OF SERVICE.

On July 30th, 1908, the eyes of the world turned toward Paris. For George Schuster had completed the first "Around the World Endurance Race," having driven a total of 13,431 miles in the same motor car in which he started from New York five months previous. It did not then seem possible that a motor car could travel such a distance.

No longer would a 13,000 mile service record bear any significance with sophisticated motor-car buyers. To-day, motor cars are expected to render reliable service many times that distance.

As an example of what modern motor cars can do when put to the test, there has recently been published a verified list of 218 Studebaker Big-Sixes which have to date been driven a total of 26,724,420 miles, or an average of 122,589 miles per car.

This average is equivalent to nine times the record established by Schuster on his historic circuit of the globe. A further remarkable feature is that all these cars, with the exception of the famous Big-Six that was placed in honourable retirement in the Studebaker Museum after 475,000 miles of service, are still in active service.

In order to improve the performance of their period of service, manufacturers are ever striving to provide better design and finer materials. The manufacturers of the 218 Studebaker cars averaging over 100,000 miles each, maintain great research and experimental laboratories in which a staff of 125 men are employed to constantly carry on experiments. The unusually high standard of endurance displayed by the 218 Studebaker cars is evidence of the value of this department of the Studebaker Corporation.

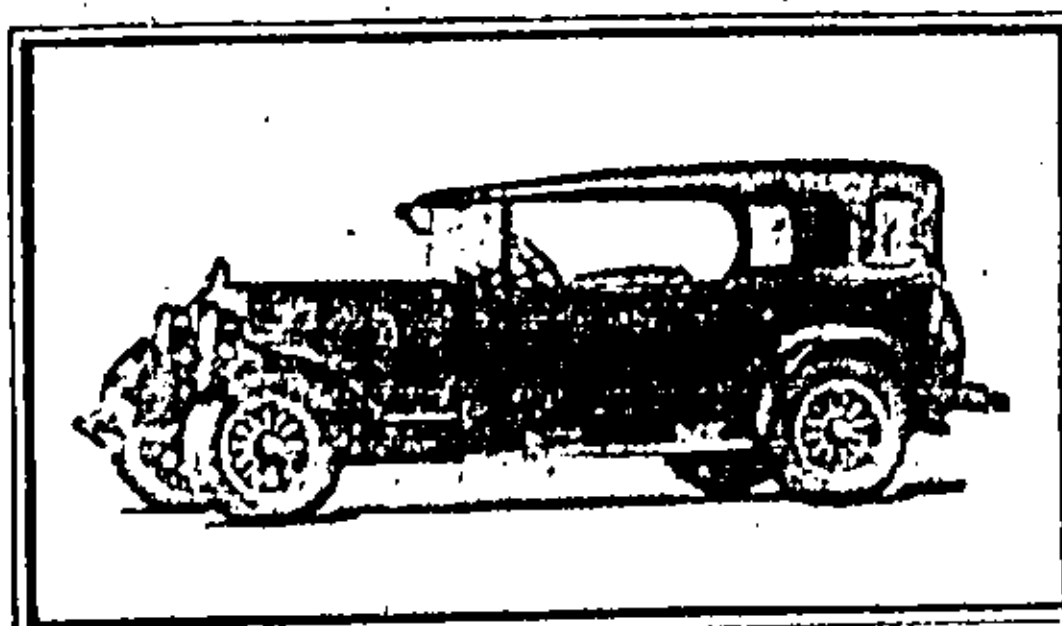
HUGE TRUCK MILEAGE.

Trucks that have gone as far as 500,000 miles are recorded by the White Company of Cleveland. This truck manufacturer now has a list of 4195 of its trucks, each of which has exceeded a mileage of 100,000.

HONGKONG HOTEL GARAGE

THE NEW
1925 **STUDEBAKER** 1925.

Hydraulic
Four Wheel
Brakes



Genuine
Balloon
Tyres

THE FIRST SHIPMENT

Arriving by "EMPERESS OF RUSSIA"

CALL AT OUR SHOWROOMS FOR

CATALOGUE AND SPECIFICATION

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THE HONGKONG and SHANGHAI HOTELS LTD.

Indian Prince The Personal Motor

Gives 90 to 100 miles per gallon.

Weight Only 235 pounds.

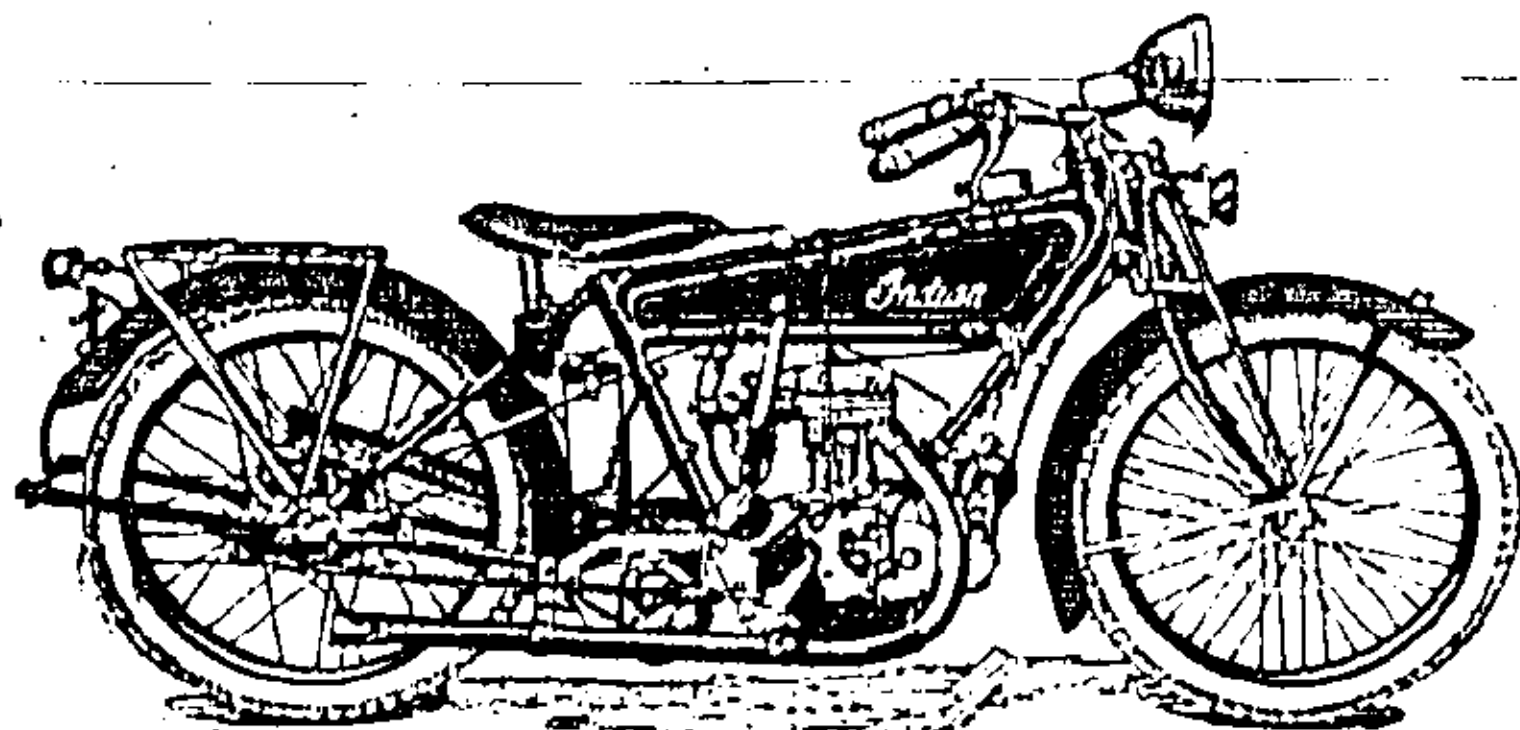
Lubricates itself automatically.

Most accessible motor ever built, cylinder head can be removed without disturbing carburettor.

Three speeds - Electric Lighting

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Fully equipped in every detail and sells under \$500.00

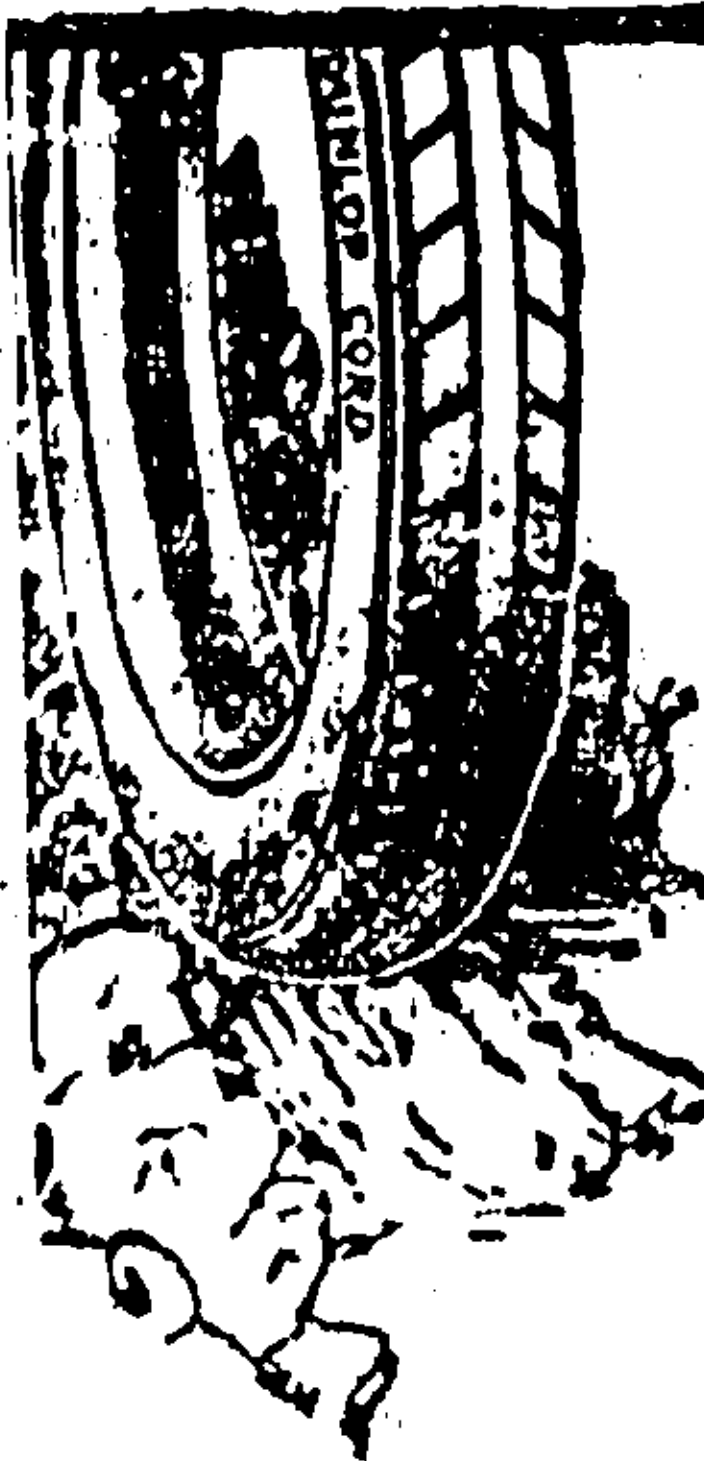


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HIGHWAY FOR SANDY WASTES.



Here's a highway that is made especially for sandy wastes, where it can be picked up by a crane and shaken clear of the sand that covers it. It is built across the sand dunes of southern California for this very purpose. It's been found the most effective desert highway, because a crane can take it up in sections and put it down again, as fresh as if it were newly laid.

RIGHT TURNS RIGHTLY TURNED.

IMPORTANCE OF GIVING AMPLE NOTICE OF INTENTION.

By Captain E. de Normanville,
in the *Daily Chronicle*.

Frequently the difference between really good driving and that which could be described as "inviting trouble" is very small. And from extended observation I incline to the opinion that the bulk of the driving faults one encounters are due rather to ignorance or thoughtlessness than to taking risks of malice aforethought.

This belief is strengthened by the request of a lady reader in the "West Country" that I should amplify the meaning of the *Daily Chronicle* Safety First motto of last week.

She tells me of her freedom from accidents and of her careful driving methods. She also uses a phrase which greatly gratifies me: "But I am anxious in all things to be a real *Daily Chronicle* type driver in all phases of Safety First and the consideration of the safety and convenience of other road users."

OFTEN TOO LATE TO MEND! The implied compliment in that intention is much appreciated, and I hope all readers try to act up to it. Consequently I am only too delighted to explain in greater detail.

Our Safety First motto last week read: "When taking a right-hand turn, put your arm out in plenty of time—not almost synchronising with the actual turning of the corner."

Remember, then, that all accidents arise from the driver or drivers concerned "obtaining knowledge too late." You can take any type that come to mind—say a cross-road smash. If the driver knew two or three seconds sooner of the proximity of danger, the accident would be avoided.

It is the same with taking a turn. The accidents and "close shaves" which frequently occur in such circumstances would be avoided if the overtaking driver knew what the one in front was going to do, two or three seconds sooner.

ANTICIPATING THE SIGNAL. Consequently, in any species of traffic signalling, it is essential to give adequate warning before making the movement which the signal is intended to convey.

If the drivers to whom you signal have not time to change their procedure to fit in with the intended movement, then the signal is useless.

But the actual method of driving the car previous to taking a right-hand turn is of even more importance, because when the car is driven correctly, the actual sign is only corroborating evidence to following traffic to confirm the shrewd suspicion of your intentions, which they have already formed.

There is only one really correct method of taking a turn to the right. And this is it.

THE CORRECT METHOD. Some distance—generally about 100 to 150 yards—before the corner, begin gradually "to work" your way towards the extreme right of your own line of traffic. If there is no oncoming traffic, you can trespass slightly on that route; but in either case, of course acting in accordance with the circumstances existing.

At the same time begin to slow down gradually. If you're in a stream of traffic, you will find the other cars "spot your intentions" very quickly—and begin to overtake on your left.

Consequently the extension of your arm is only a corroborative and absolutely definite further

STRIPPING COMPETITION.

NOVEL MOTOR CAR CONTEST.

One of the most interesting features of the Air Circus recently held at Crissie Field, California, was the contest between civilians and soldier mechanics in stripping army cars down to the bare frame and reassembling them.

The cars selected were two Dodge Brothers cars, standard equipment in the U. S. Army, built in 1917. The contest rules allowed ten men on each team, but the winning civilian crew—from the service station of the J. E. French Company, the San Francisco Dodge Brothers dealer—numbered only eight men and a foreman.

CARS DISMANTLED.

Each crew stripped its car right down to the bare frame. Engine transmission, clutch, battery box, fuel tank, radiator, front axle, fenders, running boards, tyres, springs and body were removed.

The civilian crew from the J. E. French Company took the lead from the start, dismantling the car in 16 1/2 minutes.

In reassembling, each crew put in a new engine, new rear axle, new front axle, new fenders and running boards, new tyres and new springs. Cotter pins were installed wherever required and lockwashers were used on all other nuts. Inspectors watched each crew to see that every detail was performed in a workmanlike manner. Following the building up, each car was driven across the finish line 200 yards away to demonstrate that it was in running condition. The car of the winning team crossed the line 78 minutes after they started to disassemble it.

KNOWLEDGE AND EXPERIENCE.

"They know their job and they did it," is the way Fred Ehlers, Jr., service manager for the San Francisco Dealer expressed himself.

"The fact that a team made up of men from an approved service station won this test so easily" is a clear demonstration of the advantage to owners of taking their cars to approved service stations.

"It is only natural that skilled workmen with labour saving tools and accustomed to servicing one make of car exclusively can be depended upon to make adjustments and repairs properly in less time than can mechanics outside of the approved service station."

ALL-STEEL CITROENS.

Andre Citroen, the Ford of France, is concentrating on production of all-steel bodies at the Paris factory. Production is planned for 500 cars daily.

indication of your intended movements, and you can do it when the car speed is slower, and therefore with greater ease. You also give, automatically, very ample notice and give it whilst gradually slowing down but still going straight ahead, so that danger of accident is eliminated.

I shall eventually get my system of traffic signals adopted by Officialdom simply because they are right (and of course, used for years past by all other really experienced drivers), and the present official ones are dangerous nonsense. It may be the new Government will have the courage to right a known wrong. You never know, you know!

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VALVE-IN-HEAD BUICK MOTOR CARS

So safely and satisfactorily have **BUICK** Four-Wheel-Brakes performed upon thousands of Buick cars that not even so much as a cotter pin was changed in building the 1925 Buick brake equipment.

When better Automobiles are built Buick will build them

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NATHAN ROAD

A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

**CARS
FOR HIRE**



STORAGE

KOWLOON GOLF CLUB.

The Official Opening.



The above pictures were taken at the opening of the Kowloon Golf Club on Sunday, when H. E. the Governor and H. E. Sir John Fowler engaged in a match.

On top, the Governor is seen in course of play, whilst below, the three figures in the foreground, left to right, are H. E. the Governor, Capt. Neville and H. E. Sir John Fowler. Photos by Moe Cheung.

FOOTBALL MEETING.

CHARITY MATCH PROPOSED.

Mr. J. McCubbin, President of the H.K.F.A., presided over a full meeting of the H.K.F.A. in the Board Room of Messrs. Shewan Tomes & Co., (kindly lent for the occasion), last evening.

After the minutes of the previous meeting had been read and confirmed, correspondence between the H.K.F.A. and the Services on the conditions governing the Lai Wai Cup Competition on the division of the gates was read and the Secretary was instructed to notify the Services that the Competition was under the Management of the H.K.F.A.

The Secretary of the Canton Hospital applied for permission to play a Charity match between South China and the Royal Navy to assist the Hospital Fund. The meeting approved subject to a suitable date being arranged.

The Moslem F.C. were affiliated to the H.K.F.A. and applied to enter the Junior Shield Competition.

Mr. H. M. McTavish informed the meeting that he would be leaving the Colony early and Mr. J. B. Hamilton was elected to serve on the Council of the H.K.F.A. in his place.

The draw for the Shield Competition then took place with the following results.—

Senior.—First round to be played on the February 14 next.

Hongkong Club v. South China H.K.F.C. ground.

Police v. Surveys, Kowloon F.C. ground.

Semi-finals.—Kowloon v. Winners of H.K. Club and South China.

R.A. v. Winners of Police and Surveys.

The semi-finals were allotted one to the H.K.F.C. ground and one to the Garrison ground at Sookunpoo. Final to be played on the Club ground subject to the approval of the H.K.F.C.

Junior.—

First round.

Club de Recreio "A" and "B" v. South China "A" and "B" and University, byes. Surveys Reserves v. St. Joseph's; Kowloon Reserves v. Moslem Club; H.K. Club Reserves v. Surveys Drums.

Second round.—

South China "B" v. Recreio "A." Recreio "B" v. Winners of Surveys Reserves and St. Joseph's. Winners of Kowloon Reserves and Moslem v. Winners of Club Reserves and Drums.

University v. South China "A." The following games and dates were arranged.—

CENTRAL BRITISH SCHOOL.

(Continued from Page 6.)

ented by Mr L. M. Whyte). Class 4B.—1, G. Tacchi; 2, W. Hirst (presented by Mr L. M. Whyte). Class 6A.—1, R. Mead; 2, K. Nightingale. Class 5B.—1, L. Glendinning; 2, O. Carr. Class 6.—1, U. Mitchell; 2, M. Taylor.

Garrison School Scholarships.—E. Anslow, B. Budden, M. George, P. Hunt, A. Maycock and C. Maynard.

J.R.M. Smith Scholarship. J. Stewart and C. Allison.

Extra Abraham Scholarship.—J. Maycock.

Hongkong & Whampoa Dock Schoolships.—K. Jenner and M. Groundwater.

Wylie Composition Prize.—V. Wheller.

Wylie Composition Prize (Special).—M. Weston.

Montargis French Prize. V. Wheller.

War Memorial Prize. V. Wheller.

Head Master's Prize. K. Jenner.

Rev. H. Copley Moyle's Prize for Scripture.—S. Whitley.

Rev. H. Johnston's Prize for Scripture.—J. Maycock.

Mr. N. Wheller's Prize for Mathematics.—K. Jenner.

Mr. H. B. L. Dowbiggin's Prize for History.—S. Whitley.

Miss Hascomb's Prize for History.—C. Allison.

Mr. G. G. Wood's Prize for Mathematics (Class 3).—J. Laing.

Mr. T. R. Bowells' Prize for Geography (Class 3).—M. Weston.

Captain R. F. Mitchell's Prize for Mathematics (Class 4).—V. Dorf.

Mr. G. Tacchi's Prize for Arithmetic (Class 5A).—E. Mead and A. Fowler.

Prize for Arithmetic (Class 5B).—L. Glendinning.

Prize for Arithmetic (Class 6).—U. Mitchell.

Mr. R. D. Sheephank's Extra Prize for Composition.—G. MacNider.

Miss Hall's Prize for Drawing.—J. Maycock.

Messrs. Der A Wing's Prize for Drawing.—R. Woolley.

Mrs. Nightingale's Prizes for Writing. U. Mitchell and E. Lamport.

Mr. H. B. Mould's Prizes for Carpentry.—F. Hartley and D. Davidson.

SIR CLAUD'S SPEECH.

In the course of his speech, Sir Claud Severn said they all regretted that, owing to illness, Mr. Orme was unable to be present.

He was astonished to see so many British boys there, and he could only imagine that that fact was due to the foresight of their parents in seeing that they would get an excellent education to fit them for after-life.

Some of them would probably go to University, either here or at Home, and possibly some of them would come back to the Colony to be leading and useful citizens.

Sir Claud remarked on the changed appearance of the building since he last saw it, saying the old building, as presented by Sir Robert Ho Tung, was now almost swallowed up, and there might be need for even further extensions in the future.

Sir Claud ended by commenting in detail on the year's work and congratulating scholars and staff thereon.

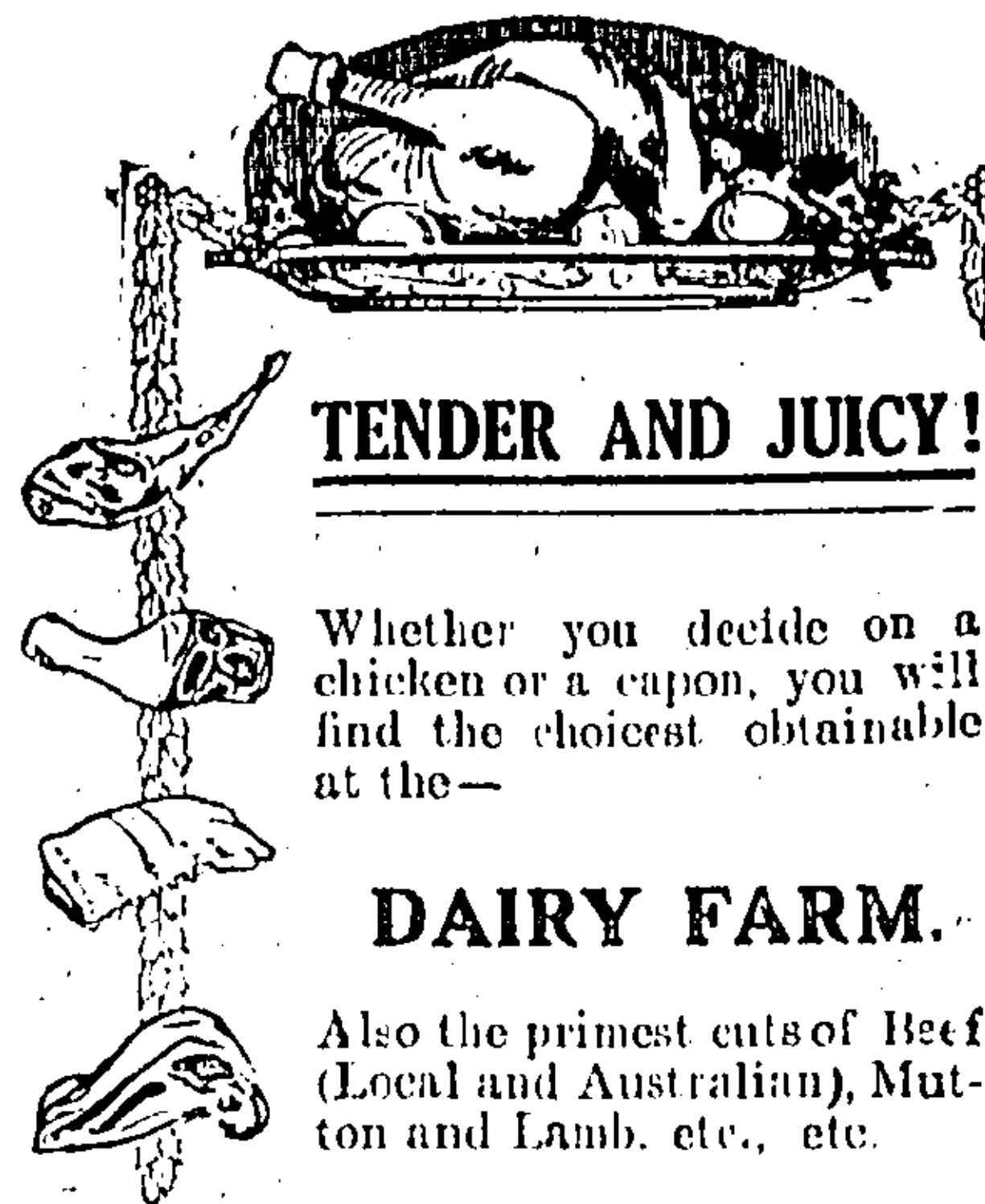
THE WEATHER NOW IS DANGEROUS FOR YOUR CHILDREN.

Baby's Own Tablets

Safeguard Little Ones Against The Season's Maladies.

Your little one gets hot at play, then sits down and takes a chill; or kicks off the bed-covering at night and is attacked by colic; parents do not need to be told how tragic may be the consequences. It is because they are just the right remedy at such fearful times, gentle in action yet prompt in effect, that Baby's Own Tablets should always be kept ready in the home. Innumerable little lives have been saved by their immediate use.

Guaranteed absolutely harmless to even the youngest infant, Baby's Own Tablets are easily administered, being reducible to a powder in a moment and pleasant in taste. They dispel colic and constipation, reduce fever, check diarrhoea, allay teething pains, cure indigestion, ease colds and croup, expel worms, quiet the nerves and bring health-giving sleep in a natural way. Druggists sell them, also post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.



TENDER AND JUICY!

Whether you decide on a chicken or a capon, you will find the choicest obtainable at the—

DAIRY FARM.

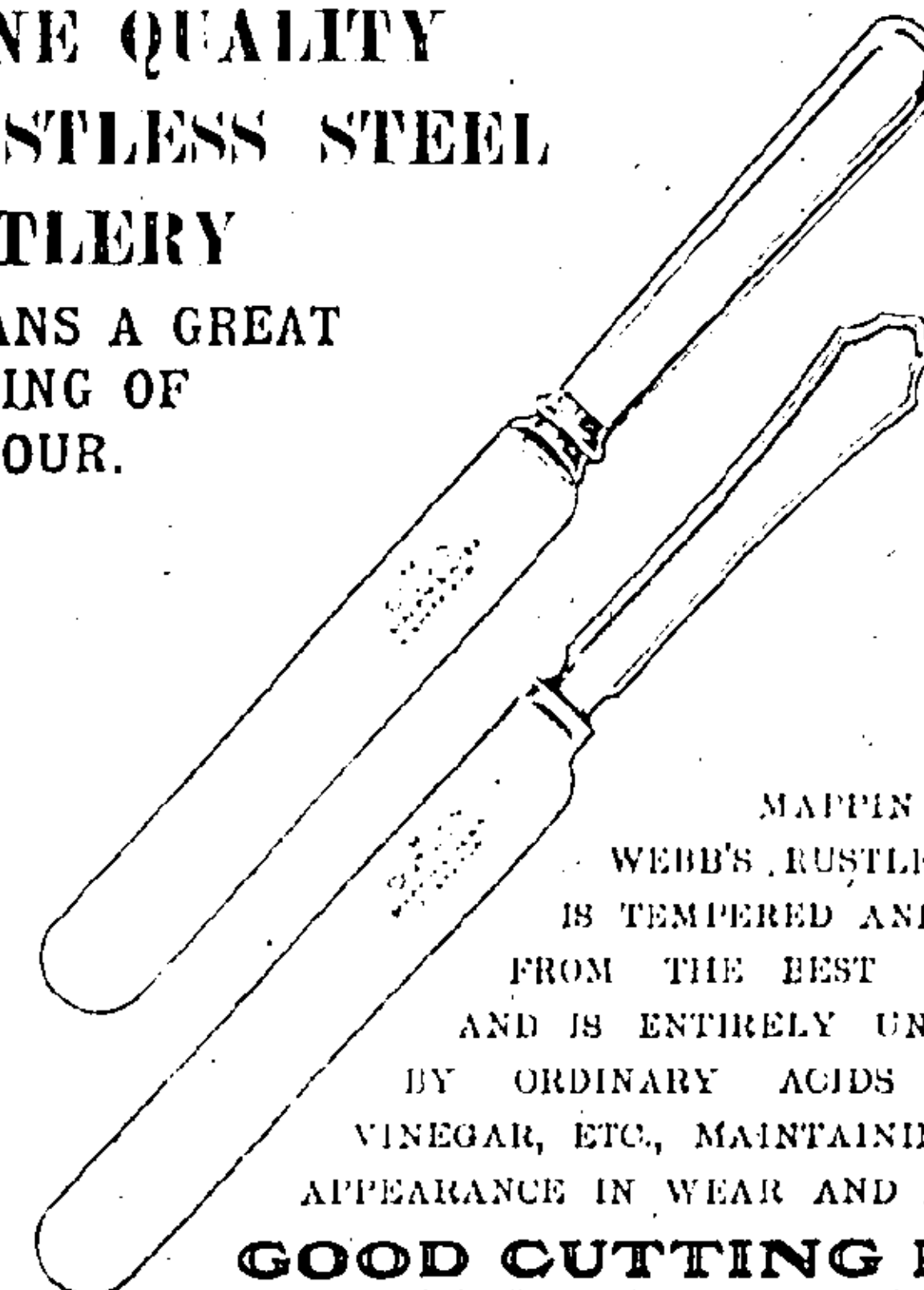
Also the prime cuts of Beef (Local and Australian), Mutton and Lamb, etc., etc.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

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FINE QUALITY
RUSTLESS STEEL
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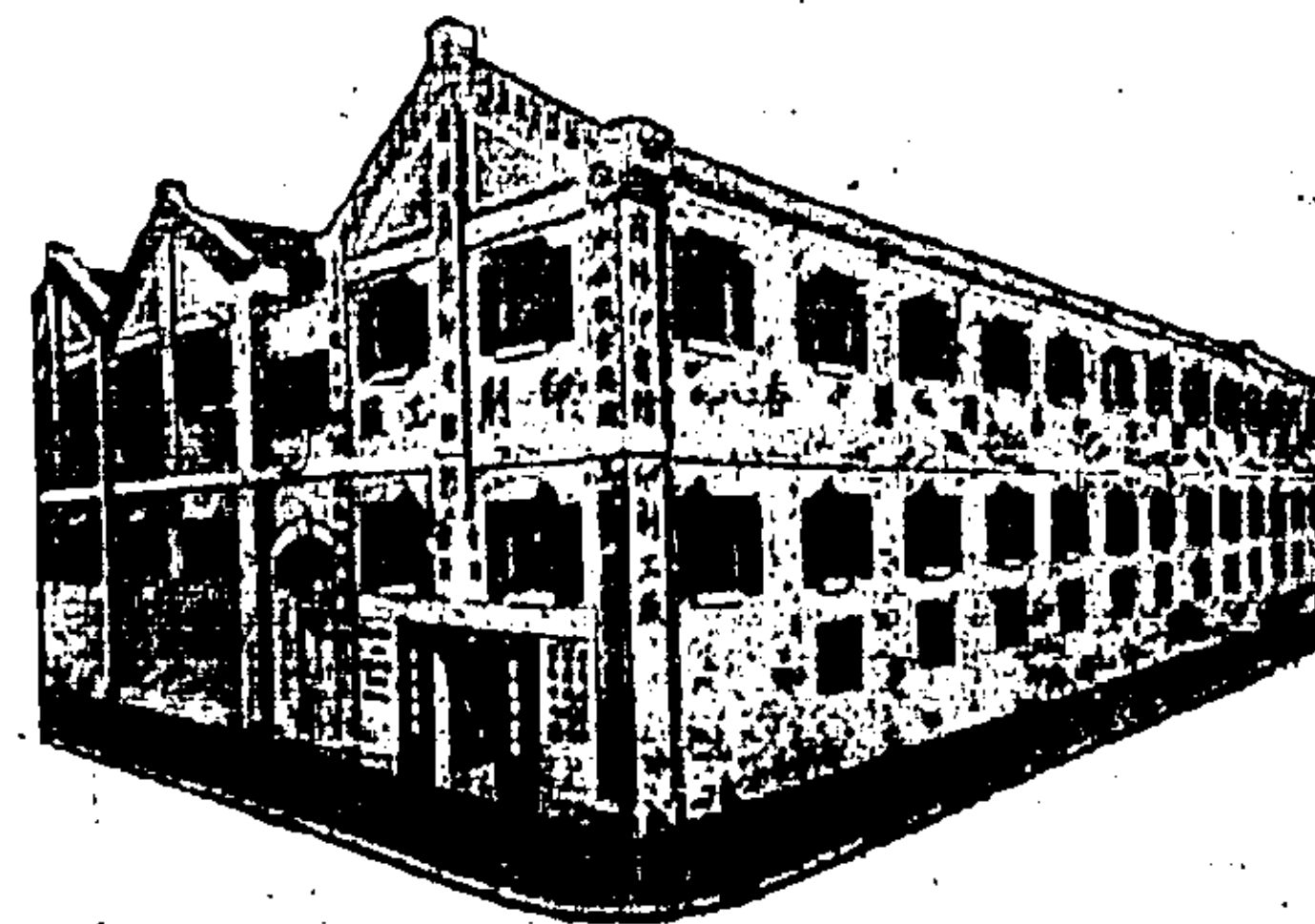
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SWEATERS, GOLF-
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Inspection Invited.



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BEER

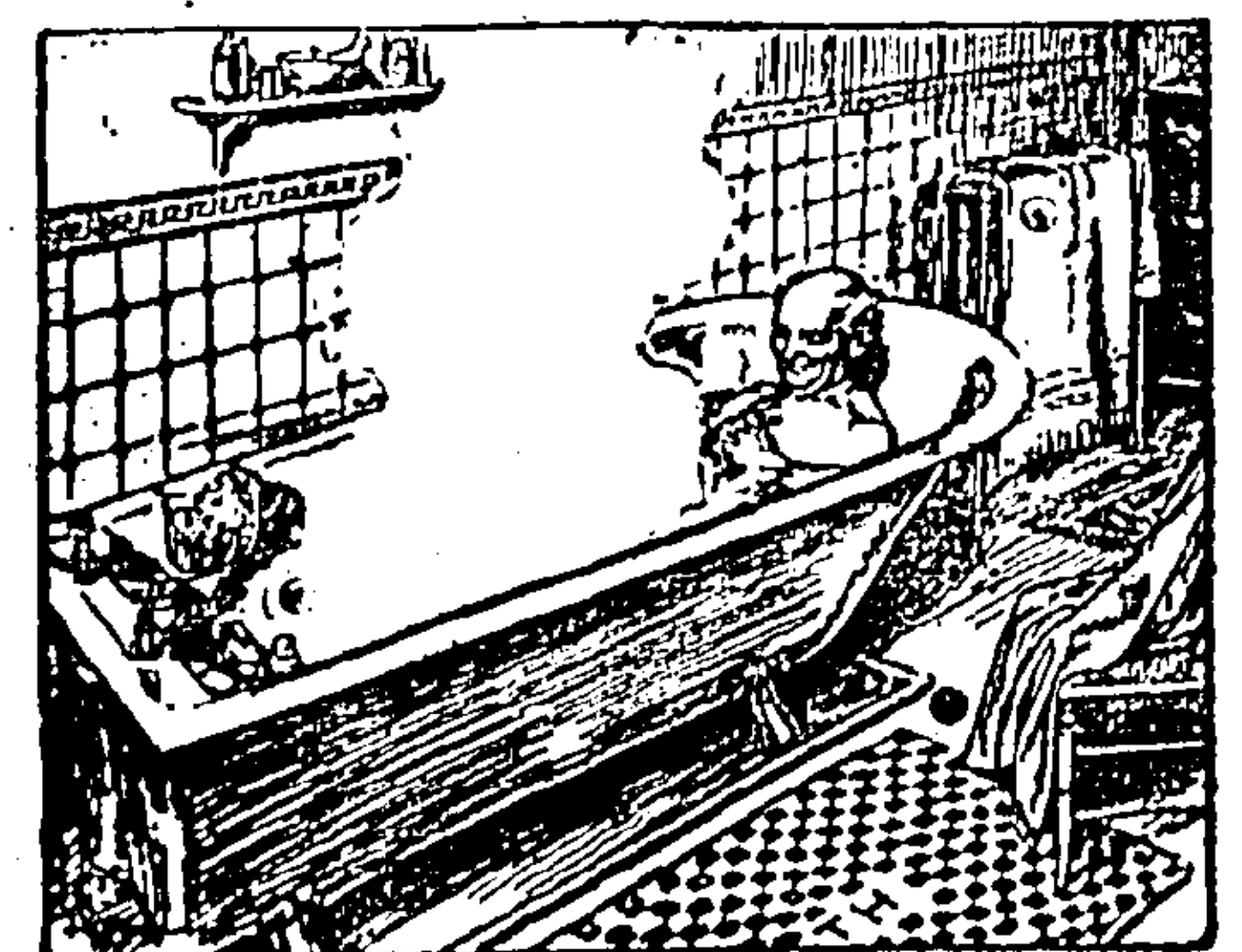
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You would have the Cream
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Use ODASCHEAM
It is Luxurious
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Obtainable from all Chemists and Stores.
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BATH IF YOU USE A GAS GEYSER

NO NEED TO WAIT, IT'S READY WHEN
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By reason of their quiet distinction, comfort and wearing qualities, Henry Heath Hats are the choice of the well-dressed man.

SOFT FELT HATS
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Men's Wear Specialists

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Ware Watches and Clocks always on hand.

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We invite the Public to call and inspect our
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Over half a century's reputation throughout the
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If not, you are missing a golden opportunity to
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LADIES' AND GENTLEMEN'S TAILOR.

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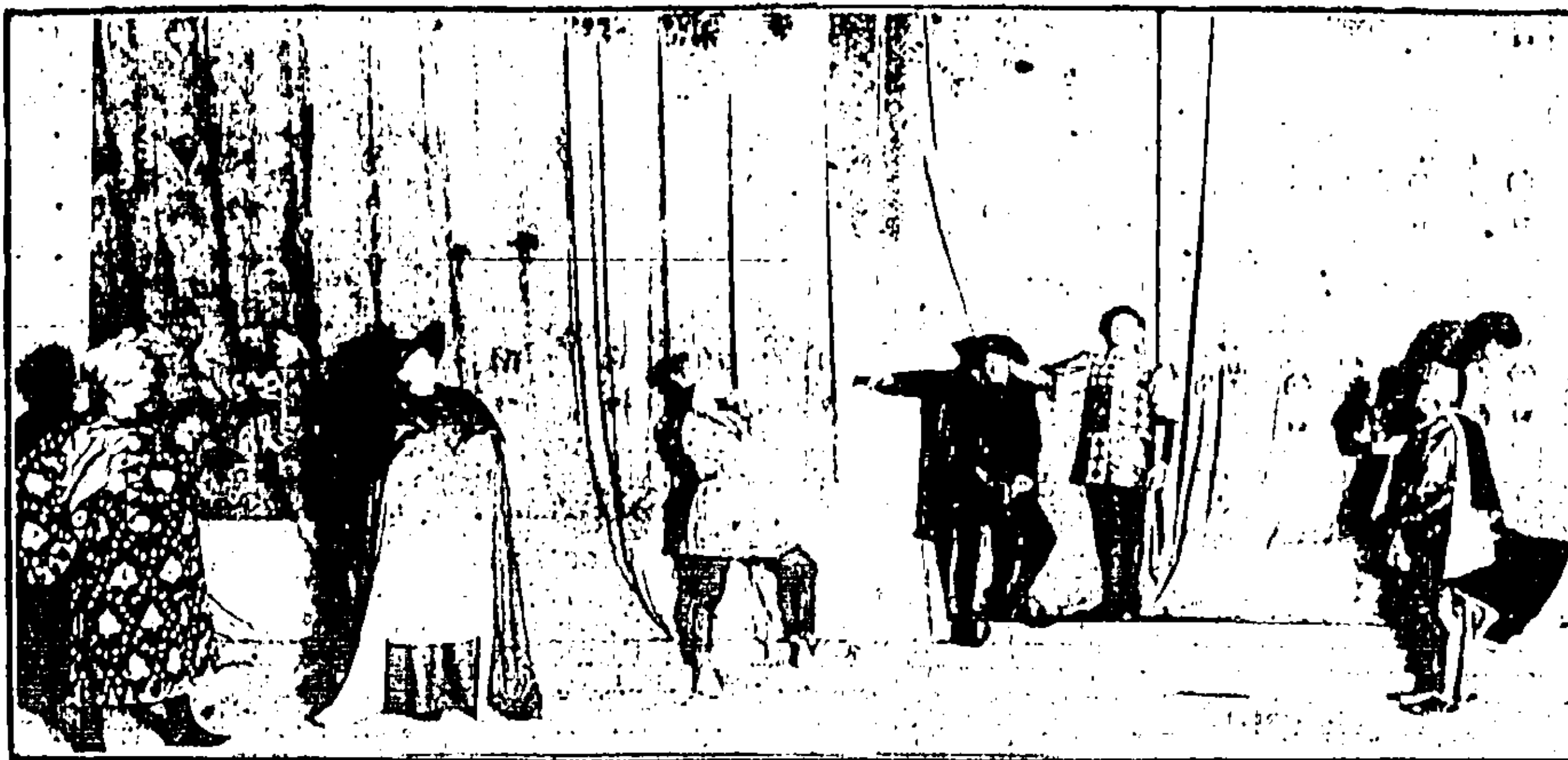
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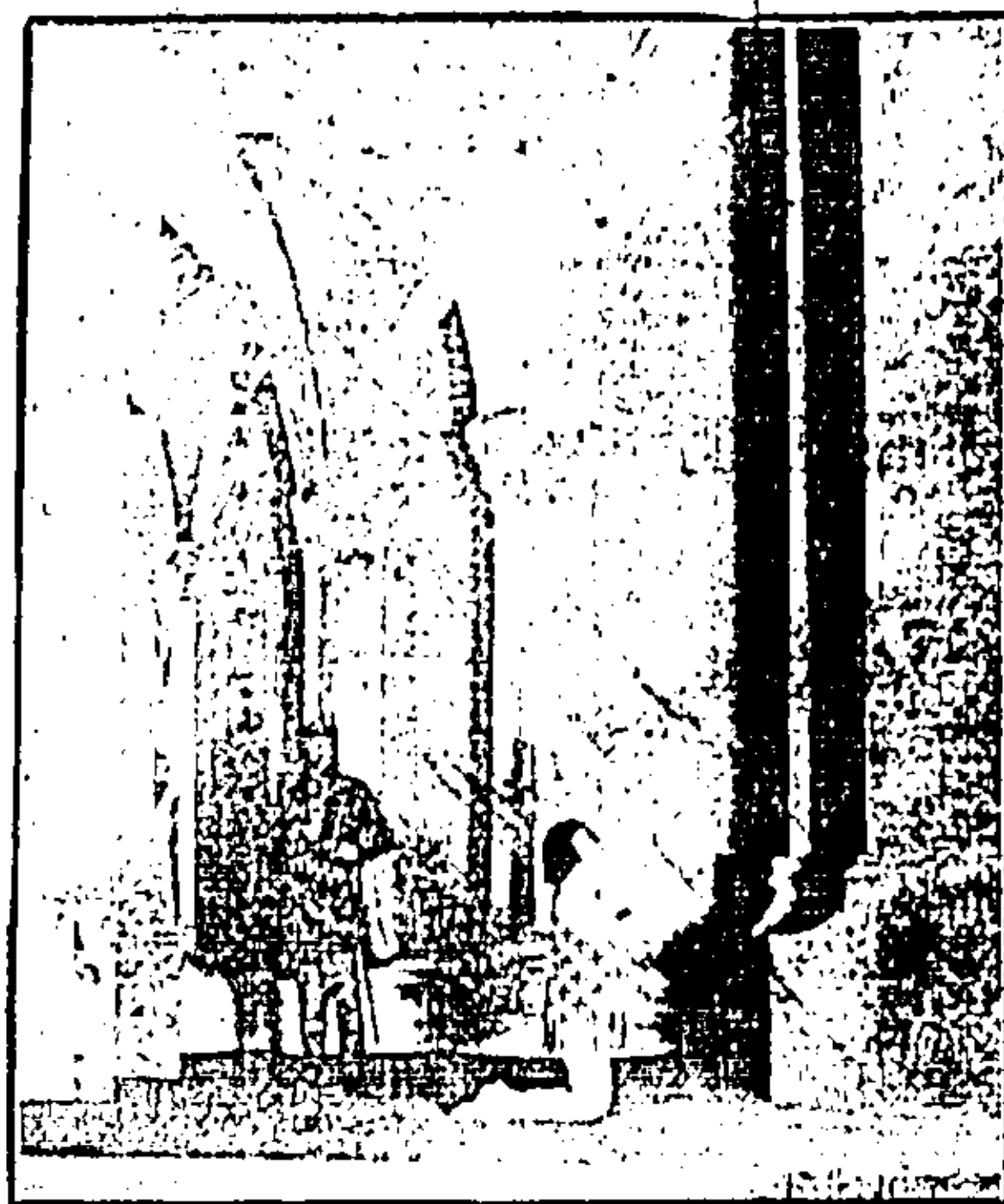
CAMERA NEWS



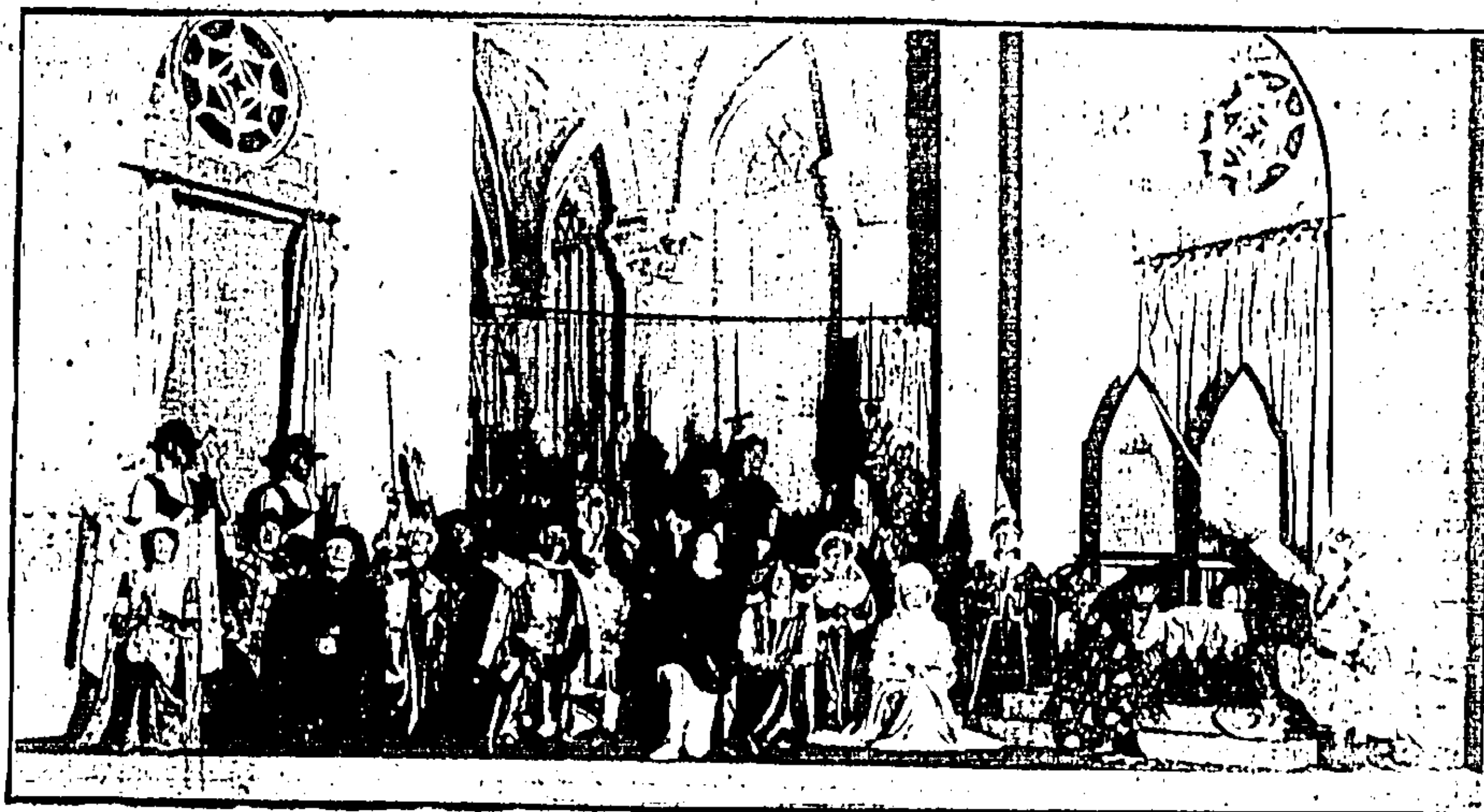
THE A. D. C. SUCCESS.—A scene from the Hongkong A. D. C.'s production of "St. Joan," showing the Dauphin in his ante chamber at Chinon, just prior to his reception of The Maid. (Photo: Ming Yuen).



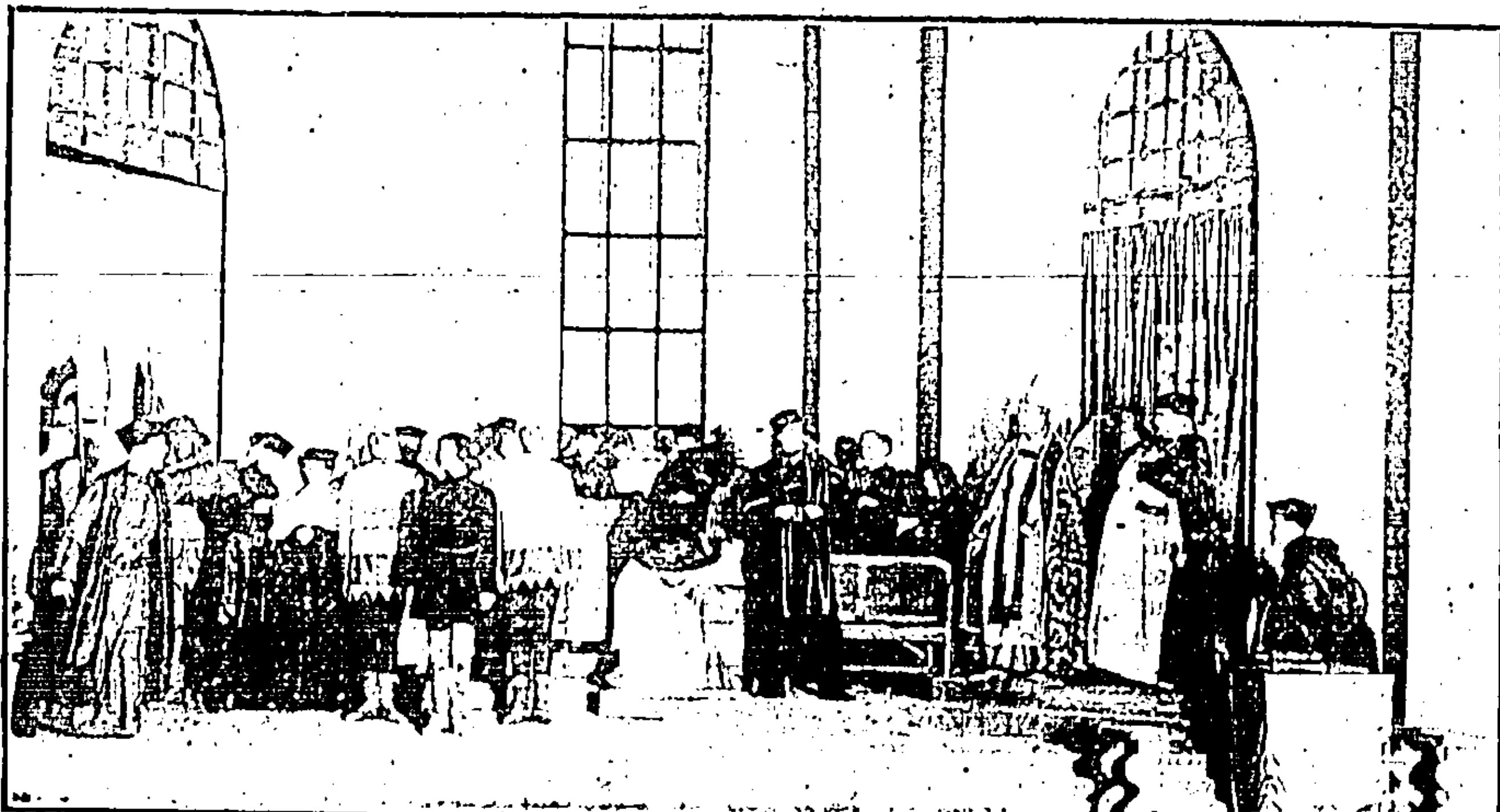
"JOAN" TRIO.—Left to right: Mr. W. Sinclair (producer), Mrs. Beale ("Joan") and Mr. Alex Clios (artist). Photo by Ming Yuen.



IN THE CATHEDRAL.—Joan is here seen in the Cathedral after the crowning of the Dauphin. (Photo: Ming Yuen).



"TO ORLEANS."—Having won over the Dauphin over, Joan is here seen declaiming "To Orleans!" (Photo: Ming Yuen).



THE TRIAL SCENE.—The Trial Scene in "St. Joan," showing The Maid being excommunicated. (Photo: Ming Yuen).



THE PAIR MEET.—Here are Joan (Mrs. Beale) and the Dauphin (Mr. A. N. Lucy) in the Cathedral scene. (Photo: Ming Yuen).



REAL SPORT.—Sking behind a race horse gives all the thrills of aquaplaning, but not as soft a landing in event of a spill. This, at St. Moritz, Switzerland.



NAVAL BALL.—Here is a picture taken at the recent ball given by the Petty Officers of the Royal Navy. (Photo: Ming Yuen).

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UNITED STATES SHIPPING BOARD
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No Fire Insurance (whatever will be effected).

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Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,
Chief Manager.

Hongkong, 7th. Jan., 1925.

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Special facilities for remittance of funds

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LOOK POONG SHAN,

Chief Manager.

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KAN TONG PO,
Chief Manager.

Hongkong, February 19th, 1924.

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Established 1906

Hongkong Branch established 1906.

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Paid-up Capital ... \$5,000,000

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Current Accounts opened and Fixed

Deposits received for 1 year or shorter

periods at rates which will be quoted on

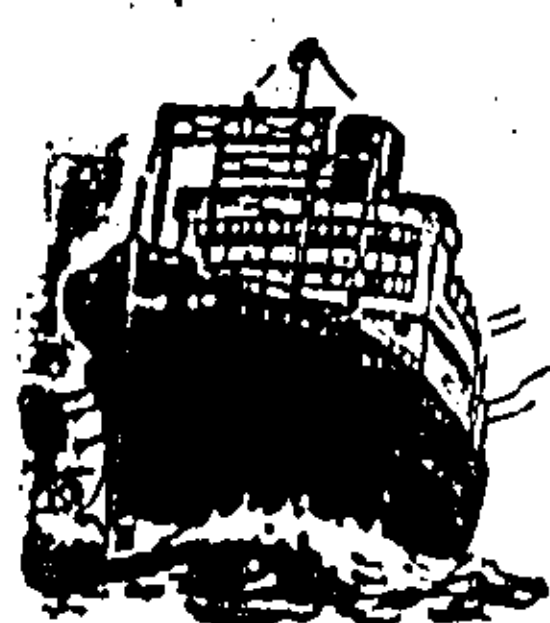
application.

A. H. FERGUSON
Manager

Hongkong, 15th. Feb., 1924.

THE P

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President Hayes
Sails February 3rd.

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AMERICAN ORIENTAL MAIL LINE
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Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartment and Drawing Rooms.
Or a fine Pacific Hotel at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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From	Due	From	Due
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Mar 13	Mar 15	Empress Canada	Mar 15

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First Class £120 Cabin Class on Atlantic £112 Second Class £80

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RAKUYO MARU	TO-BAY
GINYO MARU	March 4th, 1925.

Y. TSUTSUMI, Manager.

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Sailings from Hongkong.			
S.S. ATREUS	via Suez Canal	28th Jan.	
S.S. CITY OF BEDFORD	via Suez Canal	7th Feb.	
S.S. Kt. COMPANION	via Suez Canal	19th Feb.	
S.S. HRESUS	via Suez Canal	28th Feb.	

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Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

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HONGKONG & CANTON: HOLYOAK, MISSEY & Co. Ltd., CANTON

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AMERICAN & ORIENTAL LINE.

S.S. Mineric.	via Suez Canal	11th. January.
M. S. Cedarbank.	do	...8th. February.

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How often have you worried when Christmas draws near, trying to decide what you will give your friends? One of the most welcome gifts is an artistically finished photograph of yourself. Why not pay us a call and allow us to show you examples of our work?

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REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

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SARPEDON	27th Jan.	Marseilles, London, Rotterdam & Glasgow
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GLAUCUS	16th Feb.	Amsterdam, London & Hamburg
EURYPYLUS	21st Feb.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

TITAN	20th Jan.	Genoa, Mars., Liverpool & Glasgow
'BELLEROPHON	1st Feb.	Mars., St. Nazaire, Havre, L'pool & G'gow
PROTESILAUS	19th Feb.	Genoa, Mars., Liverpool & Glasgow
'ANTILUCHUS	1st Mar.	Mars., Havre, Liverpool & Glasgow

*Via Port Sudan

PACIFIC SERVICE

(via Kobe and Yokohama)

GALTHYBIUS	8th Feb.	Victoria, Seattle & Vancouver
TYNDARBUS	3rd Mar.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

ATREUS	28th Jan.	Boston, New York, Baltimore via Suez
Kt. COMPANION	19th Feb.	Boston, New York, Baltimore via Suez
RHESUS	28th Feb.	Boston, New York, Baltimore via Suez

PASSENGER SERVICE

PATROCLUS	5th Feb.	for Shanghai
SARPEDON	27th Jan.	for Singapore, Marseilles & London
PATROCLUS	10th Mar.	for Singapore, Marseilles & London
ANTHEOR	7th Apr.	for Singapore, Marseilles & London
HESCTOR	5th May.	for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all information Apply to:—
BUTTERFIELD & SWIRE
AGE NTE.

A FIGHT WITH ROBBERS.

SMART POLICE WORK.

An attempt to commit an armed robbery at the Fu Hong restaurant at Tai Nam, Hunghom, was prevented by the police early on Wednesday morning, when a battle between the robbers and the police took place, after which four of the men were arrested.

The robbers came in a small junk and it was to this craft that they ran to take shelter when they discovered that their plans had failed. It was not until a police launch had been sent for that the police could board the junk where they found the four men concealed.

The police having received information, a number of detectives proceeded to the tea-house just before midnight on Tuesday. They waited for some considerable time. Some of the robbers are believed to have entered the place, but, on observing the police to have abandoned the object and left. The police left the tea-house and laid in wait at the foot of a hill.

After another long wait three men came along and the police at once challenged them. The three retreated and made for the seashore. The police followed and the men were observed to make for a junk which was near the praya. The police

opened fire. The three men reached the beach, where several shots were fired at the police. The men jumped into the water and others from the junk followed their example. Shots were discharged into the water, but the night being dark the firing was at random and it is not known if any of the men were injured. There were no casualties among the police. A telephone message was sent from the slaughter house for one of the Water Police launches.

None of the men was found in the water after the arrival of the launch, but on boarding the junk four men were found in one of the holds, wrapped in blankets. Their bodies were wet and they had discarded their clothes. They had apparently been in the water, and were at once taken into custody. A revolver and a quantity of gags and other articles suitable for robbery were discovered. Before taking to the water the men are believed to have thrown away their weapons.

396 SPECIES OF ANTS ON SHIP.
A post of red ants in a vessel which reached Middlesbrough from the Far East was reported by the Tees Port sanitary authority. He said that he had been compelled to wage a cyanide offensive against the pest, and later had identified 396 species of ants among the slain.

NOTICE TO CONSIGNEES

LLOYD TRIESTINO S. N. CO

The Steamship
"NUMIDIA"

From Trieste Venloa, Brindisi, Port Said, Massaua, Aden, Colombo, Penang and Singapore.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 20th. January, 1925.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th. inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 5th. prox. or they will not be recognized.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by—

DODWELL & CO., LTD.

Agents.

Hongkong, 20th Jan, 1925.

NOTICE TO CONSIGNEES.

N. Y. K. LINE

(NIPPON YUSEN KAISHA.)

FROM EUROPE & STRAITS.

The Steamship

"ASUKA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godowns Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 27th. Jan., 1925, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the three storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 20th January 1925

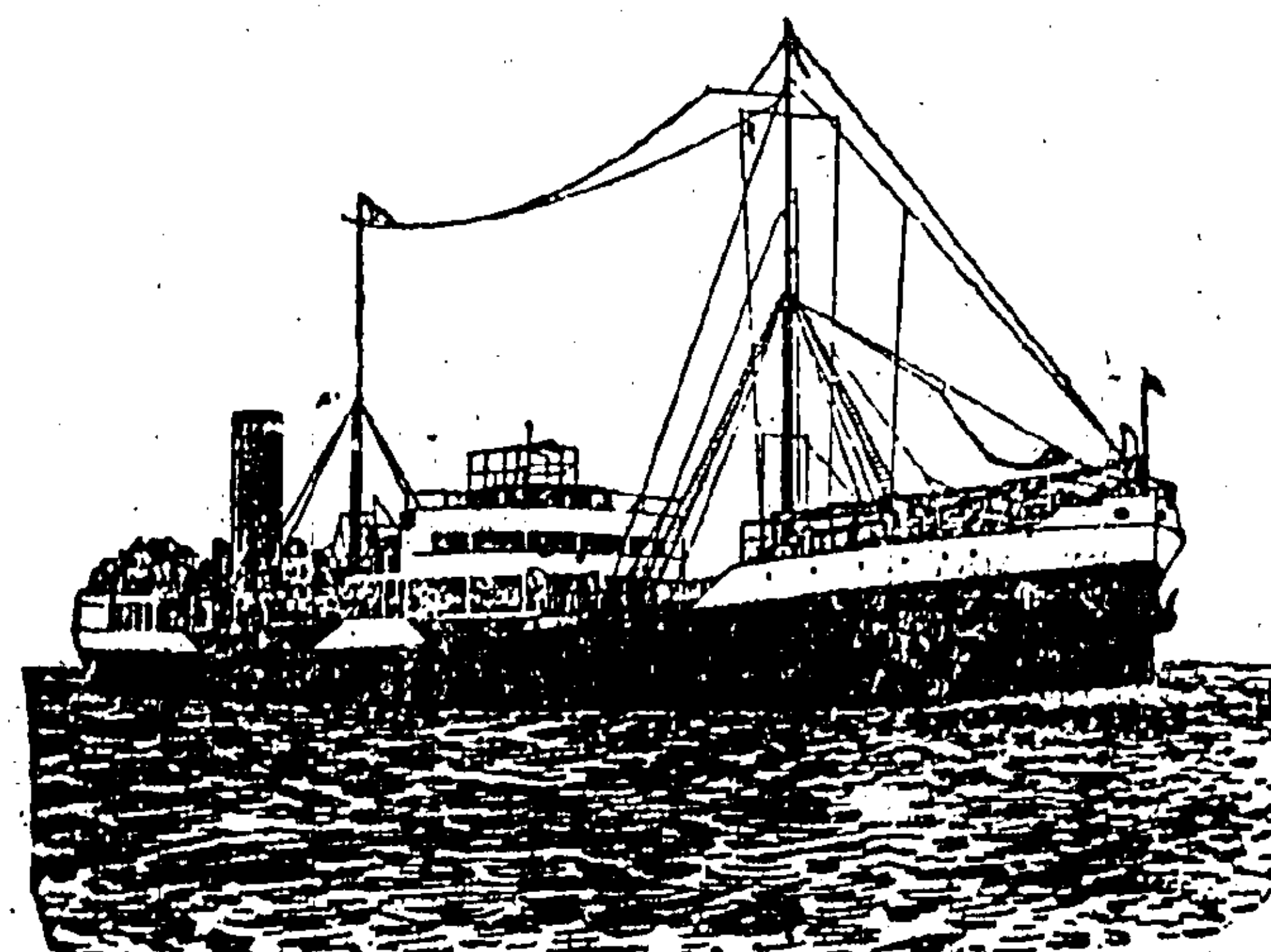
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.R.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE GLOAN SAKON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KALVAN	9,118	24th Jan. noon	Mar., London, Hull & Anwerp
MOREA	10,911	7th Feb.	Marseilles & London
DOUGLA	8,083	8th Feb.	Spore, Pang, C'bo & B'bay
SARDINIA	6,684	18th Feb.	Spore, Pang, C'bo & B'bay
ASHGIR	8,963	21st Feb.	M'les, L'don, Hull & Antwerp
ALWA	10,941	7th Mar.	Marseilles & London
SUDAN	6,696	18th Mar.	Spore, Pang, C'bo & B'bay
ASHGIR	9,005	21st Mar.	M'les, London & Antwerp
SICILIA	6,813	31st Mar.	Spore, Pang, C'bo & B'bay
MAITUA	10,902	4th Apr.	Marseilles & London
KARMA	9,038	18th Apr.	M'les, London & Anwerp
MACEDONIA	11,089	2nd May	Marseilles & London
SARDINIA	6,684	16th May	Spore, Pang, C'bo & B'bay
NAGOGA	6,854	16th May	Marseilles & London
MORFA	10,911	30th May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS (South)

TALMA	10,000	7th Feb.	Spore, Penang & Calcutta
ILAWA	8,500	16th Feb.	Spore, Penang & Calcutta
VALAMBA	8,500	25th Feb.	Spore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

* W. ALDANS	4,500	4th Feb.	Manila, S'kan, Thursday Is.
* WANDA	6,956	28th Feb.	Townsville, B'hane, S'ney
* WAFURA	6,000	1st Apr.	and Melbourne.

* Omits Sandakan.
* All dates are approximate and subject to alteration without notice.
* Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
* For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.

SAILINGS TO SHANGHAI & JAPAN.

ILAWA	8,500	23rd Jan. noon	Moji & Kobe
KASHMIR	8,963	25 Jan. 4 P.M.	Shanghai, Moji & Kobe
SARDINIA	6,684	27th Jan. P.M.	Shanghai, Moji & Kobe
TALAMBA	8,500	4th Feb.	Kobe
TANDA	6,956	7th Feb.	Moji & Kobe
MALWA	10,941	7th Feb.	Shanghai, Moji & Kobe
ASHGIR	9,005	21st Feb.	Shanghai, Moji & Kobe
SUDAN	6,696	21st Feb.	Shanghai, Moji & Kobe
MAITUA	10,902	7th Mar.	Shanghai & Kobe
ARIFURA	6,000	7th Mar.	Moji, Kobe & Yokohama
SICILIA	6,813	7th Mar.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.
JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
PEABROKESHIRE	29th Jan.	GLENBEG	28th Jan.
GLENIFFER	12th Feb.	GLENHIEL	15th Feb.
GLENOGLE	19th Feb.	PEABROKESHIRE	6th March.
GLENSHANE	10th March.		

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hk. for M'la, Port Banga, Thura. Is. & A'lian Ports.
TAIYUAN	23rd Feb.	28th Feb.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
Telephone Central No. 36 Agents.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailings for S'hai & Japan	Pro. Sailings from H'g. for M'les
AMBOISE			15th Feb.
CHANTILLY	1st Jan.	3rd Feb.	1st Mar.
PORTHOS	15th Jan.	16th Feb.	15th Mar.
ANGKOR	29th Jan.	2nd Mar.	29th Mar.
FONTAINEBLEAU	12th Feb.	16th Mar.	12th Apr.
ANGERS			

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
1st Class £85.00 B. Class 1st Class £83.00
2nd Class £68.00 Steamers 2nd Class £60.00
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. "MIN" from Dunkirk, London, Havre is due to arrive about 22nd of January.

For full particulars apply to

Messageries Maritimes Co

Telephone Central 74

3 Queen's Building.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America U. S. 405. G. 3420. G. 1440

SHIZUOKA MARU ... Wednesday, 4th Feb. at 11 a.m.

YOKOHAMA MARU ... Tuesday, 27th Feb. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KITANO MARU ... Wednesday, 28th Jan. at 11 a.m.

HARUNA MARU ... Wednesday, 11th Feb. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM & Ports.

DURBAN MARU ... Middle of March.

LIVERPOOL via ADEN & MARSEILLES.

LIMA MARU ... Sunday, 8th Feb.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 18th Feb.

TANGO MARU ... Wednesday, 18th Mar.

NEW YORK and/or BOSTON via PANAMA.

TAKETOYO MARU ... Monday, 16th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Wednesday, 4th Mar.

BOMBAY via Singapore & Colombo.

MORIOKA MARU ... Thursday, 29th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... Friday, 30th Jan.

BENGOAL MARU ... Saturday, 7th Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 12th Feb.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU ... Friday, 23rd Jan.

TOBA MARU ... Saturday, 24th Jan.

KATORI MARU ... Monday, 26th Jan.

TSURUGA MARU ... Thursday, 29th Jan.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422.

Y. YAMAMOTO, Manager.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer	Sailings.
MANILA	Suisang	Mon. 26th Jan. at 9 a.m.
BANGKOK via Swatow	Chaksang	Mon. 26th Jan. at noon.
HAIPHONG via Hoihow Mingsang	Tues.	27th Jan. at 10 a.m.
SHANGHAI via Swatow	Loksang	Wed. 28th Jan. at 7 a.m.
STRAITS & Calcutta	Fooksang	Thurs. 29th Jan. at 3 p.m.
BANDAKAN	Mausang	Thurs. 29th Jan. at noon.
STAO via S'tow & S'hai	Yatsing	Thurs. 29th Jan. at 7 a.m.
KOBE via Amoy & S'hai	Hosang	Thurs. 29th Jan. at 7 a.m.
SHANGHAI via Swatow	Yusang	Fri. 30th Jan. at 7 a.m.
T'SIN via Ningpo & C'foo	Taksang	Sun. 1st Feb. at 7 a.m.
SHANGHAI via Swatow	Tungshing	Sun. 1st Feb. at 7 a.m.
STAO via S'tow & S'hai	Kwongsang	Wed. 4th Feb. at 7 a.m.
STRAITS & Calcutta	Kutsang	Wed. 4th Feb. at 3 p.m.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE
Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving.
Haining ...	W. C. Passmore	FRI. 30th Jan. at 4 p.m.
Haihong ...	Ellis Walker	TUES. 3rd Prox. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haining" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

KONINKLYKE PAKETVAART
MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 12th Feb.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

Agents—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.

AMERICAN FAR EAST LINE.

Operated for

United States Shipping Board

By Struthers and Barry, Managing Operators.

REGULAR FAST FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.

23 days to San Francisco 28 days to Los Angeles

U.S.S.B. "West Prospect" ... Due Hongkong 30th Jan.

U.S.S.B. "West Prospect" ... Leaves Hongkong 31st Jan.

U.S.S.B. "West Prospect" ... Due Hongkong 13th Feb.

U.S.S.B. "West Prospect" ... Leaves Hongkong 14th Feb.

Cargo Accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U. S. & Canadian Overland Points.

To Haiphong, Manila, Cebu and Zamboanga.

U.S.S.B. "West Ivan" ... Due Hongkong 10th Feb.

U.S.S.B. "West Ivan" ... Leaves Hongkong 12th Feb.

To Manila, Singapore, Zamboanga and Cebu.

U.S.S.B. "West Carmona" ... Due Hongkong 22nd Jan.

U.S.S.B. "West Carmona" ... Leaves Hongkong 23rd Jan.

Through bills of lading issued to all ports not served

For Full Information apply to

STRUTHERS & BARRY.

L. Everett, Inc. 1st Floor Queen's Building.

General Agents, G. P. BRADFORD, Res. Agent.

Japan China, Philippine Islands, Indo-China, Straits Settlements & India

Phone/Central No. 3008.

HOLLAND EAST ASIA LINE

OF THE

United Netherlands Navigation Company.

Regular four-weekly service between

Japan, Vladivostok, China, Hongkong,

Manila, Singapore

AND

Rotterdam, Amsterdam, Hamburg, Bremen

and North Continental Ports.

Outward Bound Steamers due to Arrive Hongkong.

S.S. GEMMA ... 10th February.

S.S. OOSTERK ... 10th March.

Sailings for Rotterdam, Amsterdam, Hamburg & Bremen.

S.S. SALAWATI ... 25th January.

S.S. OLDEKERK ... End of February.

S.S. GEMMA ... End of March.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Centri No. 1574

Agents.

York Building.

American Pioneer Line.

Cargo "X" DRYDEN" which arrived from NEW YORK via Ports on the "Fred Van Buren" on 19th Jan. 1925.

Consignees are hereby notified that their cargo is being landed at their risk into the hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 26th Jan. 1925, by the Company's Surveyors Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the godowns, and cargo undelivered on and after 26th Jan. 1925 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately United States Shipping Board Emergency Fleet Corporation AMERICAN PIONEER LINE, Agents.

ADMIRAL ORIENTAL LINE.

4, Des Vaux Road.

Hongkong, 21st Jan. 1925

NOTICE TO CONSIGNEES.

S.S. "CHANTILLY"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

Consignees of Cargo from

Marseilles & Co.

In connection with above

Steamer are hereby informed that

their goods with the exception of

Opium, Treasure and Valuables

are being landed and stored at

their risks into the Godowns of

the Hongkong Kowloon Wharf

and Godown Co., Ltd. Kowloon

whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded

on unless intimation is received

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL KALEE. MAJESTIC HOTEL
Telegraphic Address: "CENTRAL SHANGHAI."
HOTELS,
LIMITED

In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon.

Electric Lift and Telephone to each floor.
Tel. K.608 and K.609. Cable address:—KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA".
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.
FOR
COMFORT—FOOD—MUSIC—DANCING

Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe, Singapore". ARTHUR E. ODELL,
Telephone 2740. Managing Director.

QUEENS THEATRE

THURSDAY to SUNDAY, Jan. 22nd & 25th.

By Special Request

ENTIRE CHANGE OF PROGRAMME

MANILA VAUDEVILLE CO.

Presents:

Misses MIAMI, DIMPLES

— and —

MILLIE.

THE ALABAMA BROS.

SONGS, DANCES

and —

COMEDY

— Also —

MAE MURRAY

Star of

"PEACOCK ALLEY"

— in —

"BROADWAY ROSE"

in 8 parts

The brilliant star in the most spectacular
production of her career.

THE THIRD TEST MATCH.

ENGLAND'S HEROIC FIGHT.

Adelaide, Jan. 22.—Rain interrupted play in the Third Test Match to-day and stumps were drawn when England's second innings score stood at 348 for 8 wickets, leaving a deficit of 26 runs. There was tremendous excitement after the thrilling fluctuations of the fortunes of the game, the result of which is still uncertain. England's pluck and tenacity is admired everywhere. Sutcliffe put up a stubborn defence. He battled for 184 minutes, hitting eight fours. Whysall played a steady game and was attractive on the on side. His score included seven boundary strokes. Chapman, in a dashing, exhilarating display hit two sixes and seven fours, in 88 minutes. Kilner was careful. Gilligan gave an exhibition of great pluck. His actions were hampered by his



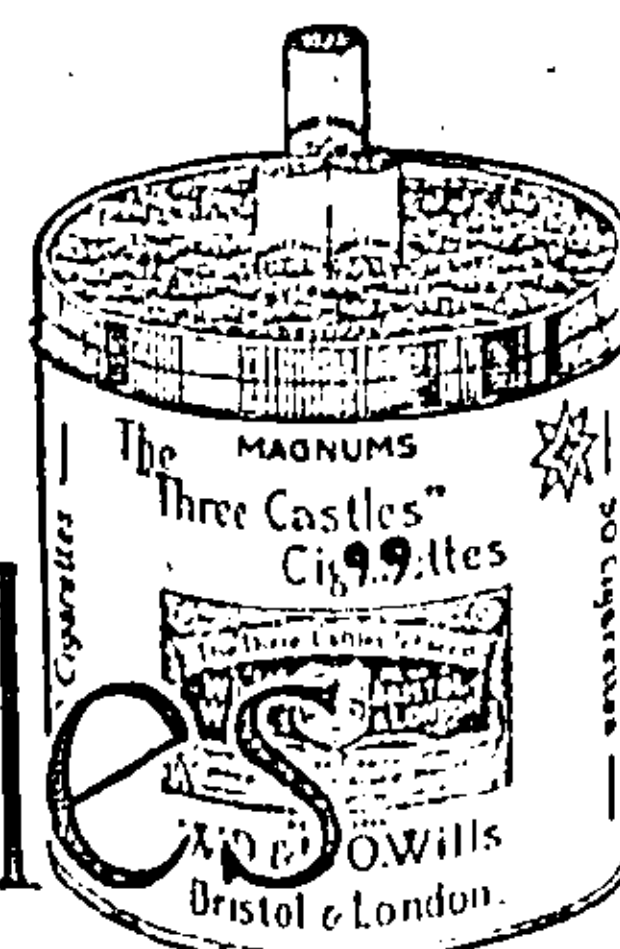
Fill it with "Three Castles"

Since the days
when cigarettes
were first thought of
"Three Castles" have
been popular at all
functions where only
the highest quality
cigarettes were
appropriate:—their
excellence never
varies.

Magnum and Regular
sizes. Sold in packets
of 10s and tins of 50s
obtainable from all
the leading tobacconists.

Three Castles

Magnum Cigarettes



*They maintain
their Reputation*

injured thigh and once, in making a stroke he lost his balance and fell.

The fielding throughout was keen; in dismissing Whysall Gregory brought off one of his brilliant catches.

The attendance was 8,500. The wicket was easy. Rain fell for three-quarters of an hour just after tea.

Scores:

Australia.—First Innings 489.	
England.—First Innings 365.	
Australia.—Second Innings 250.	
England Second Innings:	
Hobbs, c Collins, b A. Richardson	27
Sutcliffe, c Ponsford, b Mailey	59
Woolley, b Kelleway	21
Hendren, b.w., b Kelleway	4
Whysall, c and b Gregory	75
Chapman, c Ryder, b Kelleway	58
Kilner, c V. Richardson, b A. Richardson	24
Tate, b Mailey	21
Gilligan, not out	29
Freeman, not out	17
Extras	13
Total (for 8 wickets)	348

A GOOD DOCTOR FOR INDIGESTION.

If you want quick and sure relief from the pains and distress of indigestion, dyspepsia, gastritis, food fermentation and weakening acidity, just take two or three little Bisurated Magnesia Tablets after eating or whenever pain is felt. Bisurated Magnesia Tablets act like magic, are absolutely harmless, and enable the worst dyspeptic to enjoy a good old-fashioned meal without fear of upset to follow. Bisurated Magnesia is an ideal "doctor" for stomach sufferers, always ready when needed, and gives instant relief at little cost! Get a package of Bisurated Magnesia Tablets from your chemist to-day, take them as directed, and you'll soon forget you ever had a stomach pain!

It is wise to see the oval "Bismag" trade-mark when buying.

The Sign of the Genuine  See it on every Package

WORLD THEATRE

TO-DAY & TO-MO ROW ONLY, 5.15 & 9.15 p.m.

LOIS WEBER

presents

The biggest human heart story ever screened

"THE BLOT"

Something New. Something Big. Something Different. It's the dawn of a new sort of drama—drama that drives home with gigantic blows of utter entertainment. A story as big and vital as life itself. It has plot, surprise, suspense, rumour, romance, thrills, everything. It's a picture to remember.

SPECIAL MUSIC. USUAL PRICES.

Don't Fail To See It

STARTING SUNDAY, 5.15 and 9.15 p.m. (sharp)

The most wonderful story of the century

WILLIAM FOX presents
"OVER THE HILL"

Book Your Seats Early.

STARTING SATURDAY, 2.30 & 7.15 p.m.

The latest Chinese production

"THE TEST OF TRUE LOVE" (In 12 reels)

(Produced by Commercial Press)

The best Chinese picture ever seen

Printed and Published for the Proprietor by Frederick Persl
Franklin, at 11, Ice House Street, in the City of Victoria Hongkong

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY SEVENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on TUESDAY, 10th. FEBRUARY 1925, at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st. December 1924.

The REGISTER OF SHARES of the Company will be CLOSED from Friday, 23rd. January to Tuesday 10th. February, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors.

L. S. GREENHILL,
Secretary.

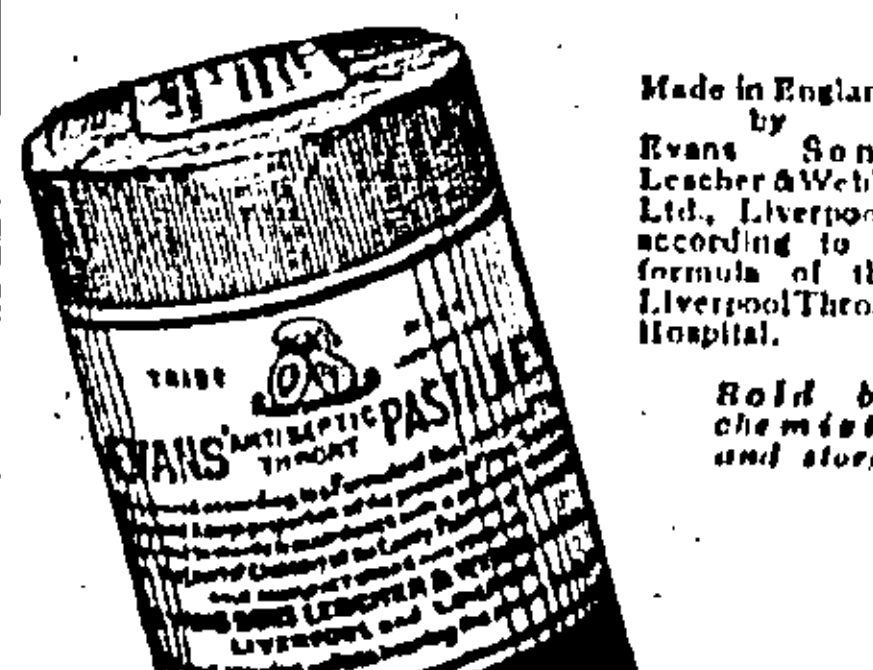
Hongkong, 13th. January, 1925.



Your voice is
an asset

To remove that annoying huskiness take an occasional Evans' Pastille. All the germs of influenza, cold, chill or catarrh are killed at once by Evans' Pastille. To allay sore throat, to protect throat and lungs, take

EVANS' Pastilles



Made in England by Evans, Sons & Co. Ltd., Liverpool, according to a formula of the Liverpool Throat Hospital.

Sold by chemists and stores

ENTERTAINMENTS.

THE CORONET

TODAY ONLY

2.30, 5.15
7.15, 9.15

TODAY ONLY

GORGECUS

GLORIA SWANSON

in

MY AMERICAN WIFE

A thrilling drama of Argentine Love, filmed amid the scented avenues of the Paris of the West.

The Ever-Popular

CHARLIE CHAPLIN

in

this latest Mutual Reissue

THE FLOORWALKER

Our own Topical.

B.A.T. Scenic.

TOMORROW

at 2.15, 4.45, 7 and 9.20

"WHEN KNIGHTHOOD WAS IN FLOWER"

12 WONDERFUL REELS OF
— ENGLISH HISTORY —

Friday
and
Saturday

THE STAR

5.30
and
9.15

The Super Picture of the Year!

The management of this theatre takes great pride in being able to present to its patrons one of the greatest motion pictures ever produced—the picture that took a year to make, cost a fortune and is worth it!



It's love that makes the world go round; it's love that makes the "Merry Go Round." All the voluptuous, scintillating life of royal Austria, its coo'ral revelry—the night life of Vienna at the height of its glory, the gayest, most fascinating city on the globe. A magnificent, powerful picture of the merry go round of life, whirling and spinning to the tune of pleasure—a mad whirl of love, life and luxury.

A most unusual picture at usual prices.

WHY LET THAT COLD TROUBLE YOU?

When you can obtain speedy relief by taking

PHOSPHO-QUININE TABLETS

SIMPLE—SAFE—RELIABLE

Obtainable only at

THE COLONIAL DISPENSARY.

14, Queen's Road.

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